



# Employees'

THE UNION PACIFIC COAL COMPANY

# Magazine

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JANUARY \* 1941

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# EMPLOYEES' MAGAZINE

THE UNION PACIFIC COAL COMPANY



VOLUME 18

JANUARY, 1941

NUMBER 1

## Transportation In Earlier Days And The Story Of Ben Holladay, The Stage Coach King

FROM THE beginning of recorded history, the element of transportation has bulked heavily in the annals of the human race. Space forbids mention of but a few of the many adventurous journeys made by those seeking far off places, by water and by land.

Above all other historic journeys, the humble pilgrimage of Joseph and Mary from their homeland to Egypt has held the center of the stage. It is a part of the early Christian teaching given by believing mothers to their lisping infants, a story that abides in the memory of all—unto the end. There are other and more dramatic recitals of adventurous journeys that intrigued us in our youthful days, all of which hold high place in profane history, for example the courageous journeys of the Norse Vikings to the New World and their early settlements in Iceland and on our northern coast in A. D. 1000-1007, long antedating the voyages of Christopher Columbus, Amerigo Vespucci, and John Cabot.

Disregarding the order in which other memorable journeys were made, mention might properly be given that of the Venetian, Marco Polo, who, leaving Acre in A. D. 1271, spent a third of a life time in journeying to and from Italy to China, visiting the country of the Grand Khans, where his adventurous band remained for many years, so long in fact as to become citizens of the countries they visited. We also read with interest the story of Magellan who, in 1519, first circumnavigated the globe, bringing his frail little ships through the stormy straits that mark the southern-most end of the Americas, the most difficult piece of water to navigate in the whole world. Then there is the story of Sir Hendrik Hudson, an Englishman, who

sailed under Dutch auspices and the Dutch flag, whose name was given to the great river that flows by and through America's greatest city, New York, Hudson later disappearing into the unknown somewhere in the vicinity of that great cold inland sea known as Hudson's Bay in Arctic Canada.

The list of other great and adventurous travelers include the names of Sir Francis Drake, Captain James Cook, the Roanoke Island and Jamestown, Virginia, settlers, and those who came a little later in the Mayflower, their ships so trifling in size and seaworthiness as to shock the credulity of us of today when we think of the number of men, women and children they carried, together with the supplies necessary to establish new homes in a new world. Our own country has a wealth of adventurous travelers who traversed our then western wilds, including the early French priest explorers, Father DeSoto who explored the mighty Mississippi from its head waters to its mouth, Fathers DeSmet and Hennepin in the north, and a score of other valiant missionary priests who blazed the way for the covered wagon folks who later made our western empire.

Among those sent out to explore the west by the nation's government, our thoughts turn to Lewis and Clark, young army officers who dauntlessly pushed across the then unknown west from the Mississippi river to the Pacific ocean, and to Captain John C. Fremont, army officer and scientist, whose route was farther south but no less difficult. Only a few years ago a gallant young American, Charles A. Lindbergh, successfully and alone flew from the shores of America straight into the landing field of Paris, to win the acclaim of the whole world.

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*Articles of interest to our readers, photographs and sketches suitable for reproduction, are solicited and should be addressed to Editor, Employees' Magazine, Union Pacific Coal Co., Rock Springs, Wyo.*



Colonel Lindbergh's fame has been somewhat dimmed of late by his political pronouncements, but like President Woodrow Wilson, who failed at Versailles, Lindbergh, with fifty years of perspective, will be given a permanent place among the immortals. Any mention of great adventurous journeys would be incomplete without reference to that other American youth, "One Way" Corrigan, who, with a nine-year old, one-engine plane with 320 gallons of gasoline, flew alone and unguarded across the Atlantic ocean, landing safely. Few believe his romantic story that he thought he was flying west instead of east, presumably overlooking the fact that the Alleghenies, the flat plains of the Ohio, Mississippi and Missouri, and the cruel broken peaks of the Rockies would be hard to confound with the limitless green and blue of the Atlantic. Corrigan, with the valor of youth and the artless insouciance of his race, deserves a permanent place in the list of the world's great navigators, but sorry to say, humor is never as long lived as solemnity.

All we have before written is perhaps but an unnecessary prelude to the story of a man who, though not an explorer, was possessed of a more than common measure of vision and high courage, just the qualifications necessary to the development of our own Great West. It is our purpose to briefly sketch the life and work of Ben Holladay who entered into a career that led from one adventure to another, beginning when he was but sixteen, an age when the boys of today are in the nation's multitudinous high schools, an institution that hardly existed in 1836.

Ben Holladay's forebears had emigrated from Scotland to Virginia in 1620, later moving to Kentucky. The boy's parents, William and Margaret Holladay, were plain, industrious and hard working farm people. Born in 1820, the boy hearkened to the stories of opportunity that came out of Missouri, made a territory in 1812, and finally in 1821 to become a state where negro slavery was within the law. Rich in fertile soil, heavy timber, with immense lead and zinc deposits—and slave labor, Missouri beckoned to the rangy, sandy haired young Kentuckian, and so at sixteen he left his parental home, joining a troop of volunteers recruited by Colonel Alexander Doniphan, to go to the town of Far West, where a settlement of Mormons had been established after they had been driven by a mob out of Independence, Missouri. Colonel Doniphan and his command, to which Ben Holladay, now of man's stature, was attached as courier, arrived at the Mormon settlement in 1838, the Mormons not only failing to offer any resistance, but winning the sympathy of Colonel Doniphan because of the hardships that had been imposed upon them.

Across the Missouri river and a few miles above Fort Leavenworth, a settlement known as Weston, Missouri, had been established in 1827, to protect the Missouri traders from troublesome Indians. Doing a large business in tobacco and hemp, Weston

was a thriving settlement, when Holladay arrived at the age of nineteen to become a store clerk in the little town. In May, 1839, not yet of legal age, a dram shop license was taken out in his name, and later in the year he was operating a tavern, and at the age of twenty-one he owned and operated a hotel. It was about this time he eloped with and married Ann Notley Calvert, whose family claimed relationship with Lord Baltimore, founder of the Maryland colony. With marriage behind him, the youth quickly became the owner of a general merchandise store, a drugstore and, with his brother Dave, he established a packing plant.

With the coming of the Mexican war in 1846, transportation, both freighting and stage coaching, came into prominence. Missouri enjoyed a few stage lines, freight in general moving by steamboat on the Missouri river. There was one stage coach line that ventured beyond the Missouri frontier, the line from Independence, Missouri, to Santa Fe, New Mexico, traversing the Santa Fe trail, over which handsome coaches drawn by six mules carried passengers and the United States mail. Eight guards, armed with Colt ball and cap revolvers, accompanied each coach to keep off marauding Indians. It was over this trail that General Stephen W. Kearny marched his army to the war with Mexico in 1846. Holladay with his customary energy saw in the army's need for supplies another and wider opportunity, and he immediately sought and won a contract to supply General Kearny with mules, wagons, bacon, flour and other food and feed supplies. At the close of the Mexican war in 1848, a new empire was added to the United States with the ceding by Mexico to this country of the expanse of territory now known as California, Utah, Nevada, and portions of New Mexico, Arizona, Colorado and Wyoming. With the great Mormon trek from Illinois and Missouri under Brigham Young, and the founding of the settlement on the shores of the Great Salt Lake in July, 1847, and the discovery of gold in California, the eyes of all the eastern and central state peoples were turned to the West, and the rush was soon on.

Harking back to his service with Colonel Doniphan and the command's friendly relation with the Mormons living in Far West, Holladay conceived the idea of establishing a trading relation with Brigham Young and his people in the Great Salt Lake valley. At the close of the Mexican war, he purchased large quantities of unused government supplies cheaply and with the fortune he had made in freighting for the government, he also purchased oxen and wagons preparatory to his then greatest business adventure, that of setting out across a distance of twelve hundred miles of trackless plain, mountain and desert, extending from the Missouri river to the Mormon settlement established on Great Salt Lake. Armed with a letter from Colonel Doniphan to Brigham Young, the train of fifty huge, wide-wheeled freight wagons loaded with \$70,000

worth of merchandise, began its long journey on February 11, 1849. The trail led across the prairie lands of Kansas and eastern Nebraska, with plenty of rich grass for the oxen to feed upon, the streams supplying the train with fuel and water. Passing the verdant valleys of the river Platte, the slow moving cavalcade entered drier territory, the land of alkali water, dust and sagebrush—and Indians. When night came the wagons were drawn together side by side, tongues outward, in the form of a huge heart, all firearms were loaded and guards posted. As the oxen were kept outside the enclosure in order that they might graze on such grass as was available, Indian stampedes were not uncommon, with the loss of some cattle which were replaced by "spares" carried with the train to make good the loss of animals by whatever cause.

At Fort Laramie, one of Wyoming's most historic spots, water and grass were found in quantity, and the presence of United States soldiers insured peaceful rest at night. After a further space of desert travel, the train found the Sweetwater and then down to Jim Bridger's trading post, and after leaving the Oregon Trail, Holladay turned southwest through the mountain canyons to the city on the shore of the Great Salt Lake. Presenting Colonel Doniphan's letter to Brigham Young, Holladay was received with the utmost kindness, and in a sermon delivered to his people the following Sunday, the Mormon leader commended him to his people as one to be trusted and an honorable dealer. Holladay and his partner who really bought the goods, sold everything within a few days at a substantial profit, after which they made a quick return to Missouri. In 1850, Holladay and a partner, Theodore W. Warner, again set out for Salt Lake City, with a second wagon train carrying \$150,000 worth of goods, out of which a substantial profit was made, largely by trading merchandise for cattle which Holladay later drove from Utah to California. The trip to California was a more perilous one than that extending from Missouri to Utah, but the intrepid trader made his way safely through the mountains, arriving at last in Sacramento where beef was in sharp demand. Holladay rejoiced in the adventure that attached to freighting but competition soon sprang up, and political influence in the letting of government freighting contracts was a factor that annoyed the virile go-getter.

In December, 1857, rumors reached the President, James Buchanan, that the Mormons were planning to establish an Inland Empire in Utah, seceding from the United States. This led to the President sending General Albert Sidney Johnston with a small army to Utah. The Mormons alleged that the war scare was promoted to give a rival freighting firm, Russell and Majors, government freighting contracts. Whatever the facts the alleged rebellion soon disappeared, and Russell and Majors were augmented by a wealthy Missourian, William B. Waddell, forming the new firm of Russell, Majors, and

Waddell, who quickly became the largest freight contractor for the United States government in the west. During the years 1858 and 1859, Russell, Majors, and Waddell maintained thirty-five hundred wagons, one thousand mules and forty thousand oxen, employing four thousand men. In 1859, Horace Greeley visited the freighters' headquarters in Leavenworth, Kansas, saying: "Such acres of wagons, such pyramids of extra axle-trees, such herds of oxen, and such regiments of drivers and other employees!"

While engaged in buying equipment for Russell, Majors, and Waddell, Holladay began to give thought to entering the stage coaching business on a large scale. In the fall of 1853, he, with an associate, George Chorpending, had contracted to carry the mail between Sacramento and Salt Lake City, using covered wagons drawn by four mules. Various stage lines to carry mail and passengers had before this been set up and operated for a time throughout the west, and on September 15, 1858, the first stage coaches left San Francisco and St. Louis—a through line at last. Arriving at their respective destinations ahead of time, the coaches were met with brass bands and many eloquent speeches. The western trip was completed in twenty-four days, eighteen hours and twenty-five minutes, and the eastbound coach arrived in St. Louis after twenty-three days and four hours. But the Civil War was now raising its menacing head, and in three years what the newspapers termed "a glorious triumph for civilization" was abandoned. The nation was at war.

On April 3, 1860, a crowd surrounding the Pike's Peak stable at St. Joseph, Missouri, saw the start of the pony express. When a cannon was fired the rider sprang into his saddle, galloped to the post-office where the mail pouch was lashed to his saddle, and crossing the Missouri river on a ferry, the gallant rider, whose name is now lost to history, sped westward to meet the next relay rider forty miles away. On October 24, 1861, the telegraph line from Nebraska territory to the Pacific Coast was completed, and the courageous relay of riders and their no less hardy and spirited ponies gave way to the demon progress. The fine pioneering souls who ventured heavily on this romantic enterprise put \$700,000 into their speculation, taking out during their eighteen months of operation \$200,000. The pony express made more history than it did money for its owners.

With the passing of the years, Russell, Majors, and Waddell had made many heavy ventures in the carrying of mail, express and passengers, but their expenses exceeded their income, the company borrowing heavily from Holladay who eventually took over the Central Overland and Pike's Peak Express Company from the great freighting and mail carrying firm. Holladay secured the Central Overland by court action, thereafter paying off the bankrupt company's debts, which, including back wages due employees, totalled \$500,000. After operating for a



time under the insolvent company's name, Holladay re-incorporated as the Holladay Overland Mail and Express Company, establishing two main divisions, one from Atchison to Denver, and one from Denver to Salt Lake City, a distance of 1200 miles. Every fifty miles the company erected a home station, with small stock relief stations scattered between. Holladay established high standards and rates of pay for his employes, his seventy-five drivers paid \$75.00 and \$100.00 per month and keep. When Indian depredations became frequent, drivers' wages rose to \$200.00 per month. It has been truly said that the stagecoach driver became a figure in American literature as had those who drove the English coaches before him. Mark Twain was perhaps the first to dramatize the American driver, as Charles Dickens was the first to dramatize his English contemporary.

Among the many and perhaps the most far-famed of the Holladay drivers was Buffalo Bill (W. F.) Cody, who drove between old Fort Kearny, then located about four miles east of the present city of Kearney, Nebraska, and Plum Creek, now the site of Lexington, Nebraska. Buffalo Bill also drove in Dakota territory, between Three Crossings and Split Rock. On one trip in Dakota, Buffalo Bill's coach was attacked by several hundred mounted Sioux. The coach carried six passengers and the company's division agent, all of whom kept up a hot fire against the Indians while the driver whipped his horses into full speed, to reach Three Crossings at last where they were rescued by soldiers, the division agent and some of the horses wounded. It was this experience that Buffalo Bill re-enacted in his Wild West show which was seen by millions in the United States and Europe; King Edward VII of England and Kaiser Wilhelm of Germany, now an old man interned in Holland and doubtless brooding over his past mistakes, both witnessed Cody's Wild West show. Another glamorously courageous driver was Bob Ridley, who, while driving a coach from Atchison to Denver, after passing Cottonwood Springs in the Platte hills, encountered a roving band of Indians. For four miles on a level road Ridley drove his team at a furious gallop, keeping up meanwhile a continuous revolver fusillade at his enemies, killing three and wounding ten Indians and several ponies, the savages at last abandoning the attack. For saving his coach and team Holladay gave Ridley a fine gold watch. The writer expresses the opinion that it is now easier to gain a gold watch out in the west than it was in the old stage coaching days.

Holladay bore the reputation of being a kindly and just employer. He bought the clothing required by his men in the east, selling it at cost. For winter wear he provided overcoats of Irish frieze, lined with blue flannel, and with capes that reached to the hands. We recall as a boy the blue army overcoats worn by General Custer's command in Dakota territory, each coat topped with a cape that af-

forded the body a double protection in that rigorous climate.

Holladay's coaches, one hundred and ten in number, at one time, were built to order by the Abbot-Downing Company of Concord, New Hampshire; these vehicles costing from one thousand to fifteen hundred dollars weighed nearly a ton, and were made of selected hickory with heavy leather springs. The wooden brake shoes were of large size and a sand box afforded the necessary adhesion in slippery places. Side and interior lamps using tallow candles were the vogue, and the early coaches seated nine passengers inside and at times from five to seven on top. Some of the coaches bought in 1865 carried seventeen passengers, who were allowed twenty-five pounds of baggage, any excess carried overland for \$1.00 a pound. Only the best purchasable horses and mules were bought by Holladay and much effort was made to secure matched teams. However long and tiresome the trip, every driver thought it his bounden duty to come into town at a spirited gallop. The Holladay stage lines were about thirty-three hundred miles long at the time of their greatest extension, running from Atchison to Salt Lake City and from there to Boise City, Idaho territory, and to Virginia City in Montana territory, also from Denver to Central City, from Nebraska City to Fort Kearny and from Omaha to Fort Kearny. The main line from Atchison passed through Marysville, Kansas, crossing the Little Blue River, thence through Fort Kearny, Plum Creek, Julesburg and Denver. From Denver it ran northwest to Boulder creek, to La Porte on the Cache la Poudre, to the Black Hills, to Laramie plains, through the Wasatch mountains to Fort Halleck, through Bridger's pass to the Green River valley, Hams Fork, Fort Bridger, Echo Canyon, and thence into Salt Lake City. Holladay maintained hundreds of home and swing stations, among which as a home station Fort Bridger maintained a special lure, a piano brought twenty-five hundred miles from New York, and for half that distance by ox-cart. Somewhere in the human breast there is always to be found a yearning for the better things of life.

The years that followed were indeed hectic ones for the Missouri boy who once served under Colonel Doniphan. The uncertainties caused by the Civil War, the merciless competition of rival freight, passenger, mail and express lines (and Holladay never entirely abandoned the less spectacular but better paying freighting business), the Indian wars of 1862, 1864, 1865 and 1866, and the last and most vital opposition suffered, that of the completion of the Kansas Pacific Railroad from the Missouri river to Denver, and of the Union Pacific and Central Pacific from Omaha to San Francisco, all combined to turn the thoughts of the Stage Coach King toward abdication of a career, long and manfully occupied, and so on December 10, 1866, the corporate name of the Holladay Overland Mail and Express Company was changed to Wells Fargo and Company. Under

the terms of the sale Holladay received \$1,500,000.00 in cash, and \$300,000.00 in stock of the new company, becoming a director of the Wells Fargo Company. The railroads that sealed the fate of the wagon freighting and passenger, mail and express-carrying industry also eliminated the Indian as a problem in the development of the west, and the last stand made by the Indians of any consequence was that which cost General Custer and his command of 264 men their lives, in the battle of the Little Big Horn on June 25, 1876. Now we will pass from Holladay, the adventurous Stage Coach King, to Holladay the man, one who bore in his makeup many of the traits of his business contemporaries. Holladay was a product of his time but withal a great man.

Ben Holladay, when he reached manhood, was six feet tall and handsome despite his sandy hair, a heritage of his Scottish blood, as was that of Virginia's Patrick Henry. As a man, Holladay, if he lived in this day of electricity, would be spoken of as dynamic. Although quick of temper he was said to have been friendly and likeable. While somewhat given to profanity, he forbade his drivers swearing at their teams or in the presence of passengers. He drank and gambled in a moderate way but never was known to become intoxicated. Without any definite religious connection he was said to be helpful and sympathetic with all the churches. Generous always, he kept a cool calculating head; before undertaking a task he first thought his way through to the end. He was one of seven children, six boys and a girl, and, the product of a Kentucky farm, he was raised in the school of hard work and plain living. It is out of such environment that the major number of successes have so far come in these United States. All seven of the family lived for a time in Weston, doubtless drawn there by their brother Ben's success. The names of all but Ben have passed into that oblivion that is the fate of all but a very few. Among Holladay's business ventures was the Ophir silver mine, located in Nevada, from which he derived splendid returns, and which led him to establish what he called Ophir Place, an estate of a thousand acres near White Plains, in Westchester County, New York. The cost of this estate was \$1,000,000.00 and a herd of buffalo ranged in his beautiful park nearby.

At Weston, Missouri, Holladay had built a pretentious mansion of sixteen rooms, beautifully furnished, "with a hall big enough to drive a stage coach through." In the rear there were quarters for the slaves and a stable with twenty stalls. When Holladay became a mail contractor, he, like the major labor organizations and a few others who had gained success, decided to establish a home in Washington, and so a home was purchased on "K" Street opposite Franklin Square. Inside its bronze doors the Stage Coach King surrounded himself with an extensive classical library, paintings by the world's masters, bronzes, statuary and tapestries.

In New York City, Holladay likewise purchased a brownstone mansion where he received his business friends.

At Ophir Place, Holladay's happiness reached the high point, and it was there that he plumbed the depths of sorrow, when his wife, gracious, red haired beauty that she was, passed away. To them had been born two sons and two daughters, and the mother, like so many newly rich of that day, sought titled husbands for her daughters. Two such were secured, the one a French Count, the other a Baron, who was either French, Swiss or Belgian. Holladay made pathetic attempts to do something for his two titled "in-laws," but without success, and both marriages failed. Of the two sons, one succeeded in business in San Francisco, dying in a Washington hospital, the other son was a liquor addict dying in China where he went with his doctor and a valet. Holladay found the speculative tide too strong for him in the east, and after selling his coach line to the Wells Fargo Company, he moved to the Pacific Coast where he contracted a second marriage. To this union two children, a boy and a girl, were born. After going west, Holladay built a large lumber mill at Portland, Oregon, undertaking a railroad from Oregon through to California, this project, however, failing of accomplishment.

On July 7, 1887, the Stage Coach King's glamorous career ended with his death, and two years later, the second Mrs. Holladay passed away. Ben Holladay was of that strange mixture so often met with in great men. When summing up his life as a whole, his bizarre clothing and his habit of wearing costly jewelry, together with his shelves of classic literature, the leaves of which doubtless remained uncut, and his two great bronze lions in his Washington mansion, may well be looked upon as insignificant vanities when set up against the part he played in the development of the west, particularly during the period of the nation's greatest peril, the Civil War period. It has been said of Holladay that mentally he "was a great man and nothing was too big for him to undertake." His empire was the boundless west, with the savagery of the Indian, the deserts to be crossed under torrid summer suns, the suffocating winter blizzards and the staggering depth of the snows that engulfed the eastern California mountains. Holladay's home stations served as beacon lights to oncoming settlers, they proved the ability of the soils surrounding them to grow barley, corn, oats and the humble potato. His stage coaches brought letters, books, papers and magazines to the thousands of hungry souls scattered throughout the west, and when California threatened to cast its fortunes with the south, Holladay's mail maintained a link with the north that predatory politicians could not break. The world should love Ben Holladay for the things he did so well and courageously.



# Run of the Mine

## A Happy New Year

FOR THE EIGHTEENTH time we are privileged to wish all our employes, our friends and their combined families, a Happy and Prosperous New Year.

God has blessed us in the year that has just closed, and we should all be thankful that the war that has devastated the greater part of the continent of Europe and part of the eastern world, has not, as yet, reached our shores. Until that day comes we should pray for and support the people of Great Britain, China and little Greece, that are standing bravely between us and the war lords, who have promised that our turn will come after the overwhelming of those who are fighting valiantly for a continuation of free government.

While our accident record for 1940 is good, we must confess that the rise in the number of fatalities suffered has caused us all much sorrow—to improve our record only requires that we do more of the good things that experience has taught, taking fewer unnecessary chances—and this goes on the highway as well as in the mines. Absenteeism is a growing malady and leads to accidents. The best locomotive engineer, or truck and auto driver, is the one who works as regularly as possible and keeps in touch with his task. Again a Happy and Prosperous New Year.

*Engene McAuliffe*

## What Price Unionism

ORGANIZED LABOR, whatever the union, is at the cross roads. Much was said at the two great conventions recently held, the one at Atlantic City, the other at New Orleans, relative to internal abuses which sadly need curing. Congress is now discussing preventative legislation in response to a growing public reaction to strikes and threatened strikes that tend to slow vital defense production. The vicious criminal racketeering that has been fostered and encouraged by certain of the building trades unions in the large cities has smelled to heaven for years. The labor press and spokesmen cry out against subversive employers and God knows there are too many of those, but nothing is done or even said about cleaning out labor's own Augean stables.

It will be recalled that Augeas, in Greek mythology the King of Elis, maintained stables in which for thirty years he had kept 3,000 oxen without a cleansing. Then came Hercules who cleansed them in a day by turning the river Alpheus through them. Labor needs, and badly, a modern Hercules with the will to clean up not only the major racketeers and reds within its ranks, but likewise a few of the lesser parasites who maintain a fungus-like life on

the backs of labor.

Publicity was recently given to a series of even more poignant abuses, the obstacles placed in the way of men securing work by the very unions gotten up to protect labor from predatory employers. The case of one D. W. Thomas, a St. Louis electrician who told the Tolan committee of the House of Representatives a few weeks ago, that he was asked to pay a \$300.00 union initiation fee in order to obtain a job at Fort Belvoir near Washington, D. C., created a sensation.

Another case was that of a plumber who came to Washington from Akron bringing his wife and two children, and hoping to obtain work on an army camp construction project. He had been a union member in 1937, but because he did not have \$12 he was told he would have to pay before being reinstated. A local relief agency provided the cash and took care of his family in the meantime.

A steamfitter asserted that because he had not kept up his membership in the union during recent years of unemployment, he was assessed a fine of \$250, back dues of \$24 and was required to pay a new initiation fee of \$150 if he were permitted to take a job at Fort Belvoir.

"There are four in my family. I am out of a job and I would like to know why it is I can't go to work on the defense program," he wrote.

Thomas and his wife related how they and their six children had traveled over 42 states seeking work. Coming here, he said, he proved himself to be a qualified electrician but was told he would have to pay \$50 in advance for a permit to go to work and \$250 more in weekly installments before he could get the union okeh. The job, he said, would have paid him \$1.65 an hour to start but that he could not make the initial payment.

The Thomas complaint was one of many brought to the attention of members of congress the last two weeks from scattered parts of the country. In some instances local unions are accused of boosting initiation fees exorbitantly, taking advantage of the anxiety of unemployed workers to obtain jobs together with the urgent need of contractors for skilled workers.

Absenteeism is becoming an abuse in all industrial lines. Mine employes who are far behind in their store bills too frequently stay out without cause when running time gets up to four days a week. In our own case this necessitates the employment of more men to share the available work that it is possible to provide during the periods of low demand. Those who are genuinely friendly to labor deplore the lack of vision and leadership that should be in existence at a time when all human rights are being threatened. Most of our troubles we bring on ourselves.



## Greece, Its Ancient Glories, And The Place It Holds Today

**A**LBANIA, adjoining Greece on the north, is, under its constitution, a democratic, parliamentary, independent monarchy, whose safety was supposed to be secure under a twenty year defensive alliance with Italy, signed November 22, 1927. On April 8, 1939, Italy seized Albania and the king and queen of Albania fled their country. This seizure has never been recognized by the United States. Albania is a small, mountainous country of but 10,629 square miles area, with but 1,003,124 population. It has, however, four seaports which Italy took over. The people are of mixed religion, 686,280 being Moslems, 210,313 members of the National Albanian Church, with 104,184 being Roman Catholics. There is, however, no state religion.

Greece is another small country, its area but 50,257 square miles, its population (in 1938), 7,196,900. The combined population of Albania and Greece is but 8,200,024, while the population of Italy, their enemy, was, in 1939, 44,026,000, or nearly five and one-half times that of the two lesser countries.

Greece occupies the southern peninsula of the Balkans, stretching down into the Mediterranean Sea, with the Ionian Sea on the west and the Aegean Sea on the east. On the northwest lies Albania, on the north Yugo-Slavia and Bulgaria, and on the northeast Turkey. It is about the size of New York State. The Indus Mountains, with many spurs, a continuation of the Balkans, run through the country from north to south. Gulfs and bays are many.

The authentic history of Greece begins (776 B. C.) although the country obtained its greatest glory and power in the fifth century B. C. It became a province of the Roman Empire (46 B. C.), of the Byzantine Empire (395 A. D.) and was conquered by the Turks in 1456. Greece won its war of independence in 1821-29 and became a kingdom under the guarantee of Great Britain, France and Russia.

The Greek National Assembly (1925) voted the overthrow of the monarchy and the establishment of a republic, which lasted for ten years, or until a plebiscite (Nov. 3, 1935) restored the throne to George II, King of the Hellenes, who had fled Greece during an uprising against him (Dec. 18, 1923). Gen. John Metaxas became premier (Aug. 4, 1936).

The Greek Orthodox Church is the State religion and but few Greeks subscribe to the other churches. Until the year 1054, what is now the Roman Catholic Church and the Eastern Church were one and the same organization and all the various Protestant Churches of today came after the Reformation which occurred in the first half of the six-

teenth century. There is much that is romantic in the history of Greece. In its heyday of glory, about the fifth century before Christ, it led the world in art, architecture, literature and the drama. The world received its theory of culture from early Greece, and the writings of its philosophers, poets and dramatists, such as Plato and Aristotle, its historian Herodotus, its prose writers such as Pericles, Xenophon, Socrates, and Demosthenes, its poets such as Pindar, Anacreon and Theocritus, together with the work of its great architects and sculptors, have led, inspired and thrilled the whole civilized world. The Greeks of antiquity, then known as the Hellenes, held every four years the greatest exhibition of athletic prowess the world ever saw.

For months before the great contest, heralds traveled throughout the country, announcing in all the leading cities that all pure born Greek youths were eligible to enter the various contests and thereafter the youth of the nation practiced running, jumping, wrestling, discus and javelin throwing contests—for great honors awaited the contestants. In addition to these contests, music and poetry had their place, and as the years passed chariot races were introduced. The winners were crowned with wreaths of olive and bay leaves, and when they returned to their homes they were treated as heroes. Only the best were admitted to the "grove of the gods", and in the hearts of the victors there arose new ambitions with higher hopes of the soul.

Grecian history records two great battles that have never ceased to thrill the reading world. Some twenty-four miles northeast of Athens there lies the plain of Marathon, where 10,000 Greeks defeated a Persian army under Datis and Artaphernes, 20,000 strong. A mile from the Persian line, the Greeks were marshalled. Down the sloping plain the bronze clad Grecian infantry moved and when in range of the Persian arrows they broke into a charge, destroying 6,400 Persians, the Grecian loss but 192. The Marathon races in which the pick of the world's runners compete, have as a background the epic feat of Pheidippides. When news had reached the Athenians in 490 B. C. that Darius the Mede was crossing the Aegean Sea to conquer the Greek states, Pheidippides, an Olympic champion runner, was dispatched to enlist the aid of the Spartans. For two days and two nights he ran on, swimming rivers and climbing mountains, to return with the news that the Spartans would start at the full of the moon. Armed with a long spear and heavy shield, he engaged in the battle, and when Marathon was won, he was sent to bear the news to the Grecian capital. After running at full speed for twenty-two miles, this gallant Athenian dropped dead on the

outskirts of Athens, gasping out the words (in Greek), "Rejoice, we conquer". Ten years later, in August, 480 B. C., three hundred Spartans died defending the pass of Thermopylae against 10,000 Persians under Xerxes. When told that the Persian arrows darkened the sky, the Spartan leader, Dienecees, is said to have replied, "Good, then we will fight in the shade."

Before leaving ancient Greece, with all its glories, mention might well be made of the close relationship that exists between the islands of Greece and the greatest story of antiquity, the *Odyssey* of Homer, which has immortalized Corfu, the largest of the Ionian group, then called *Corcyra*. Corfu is the *Phaeacia* of the *Odyssey*. It will be remembered that upon the shores of Phaeacia, Odysseus was shipwrecked. Athena, who was befriending the unlucky traveller, who had been buffeted about by fickle fortune for ten years after the fall of Troy, inspired Nausicaa, the daughter of the king, to take her maidens down to the sea shore to wash the royal linen. As the linen was drying in the sun the maidens entered into a game of ball and fortunately for Odysseus, they lost their ball in an eddy, the screams awakening Odysseus, who having lost his clothing, his body covered with brine, seemed a loathsome object to all except the king's daughter, who bade her maidens toss him clothing, after which she heard his tale of suffering with sympathy, bidding him seek the king, her father. It was out of this most fascinating story that has delighted people for three thousand years, that Homer, the blind Greek poet, irrevocably linked the best of Ancient Rome to Ancient Greece.

We have used Albania as an introduction to our story of Greece, for it is on Albanian soil, ruthlessly seized by Mussolini and his Fascist army, that the soldiers of the "King of the Hellenes" George II, under General Alexander Papagos, have lived up to the utmost the traditions of Marathon and Thermopylae. Outnumbered in men, guns and planes, the Greeks fought with simple equipment—rifles, bayonets and hand grenades, driving the Fascist army of Mussolini back to the ports through which they had entered Albania. The Grecian heritage of courage and culture has experienced a glorious rebirth, and the little kilted Grecian army has taken a compelling stand with Great Britain in its death struggle for freedom of soul and body.

## Our Common Responsibilities

A FEW DAYS ago no less a rugged American than William Knudsen, born in Denmark, where he lived until he was twenty, and who resigned the presidency of the General Motors Company and seventy-five thousand dollars a year, to take up the work of defending the nation through the production of planes and other armament, said that aircraft output was lagging thirty per cent behind production schedules made up in July last.

Mr. Knudsen warned his audience, the National

Manufacturers' Association, that "any failure on the part of industry and labor to cooperate for the utmost speed in defense production, might have grave consequences for the nation." "Talk to your men," he told the industrialists. "Make them feel that it is their responsibility as well as yours. Ask them what they think of a civilization that drives women and children to live in cold, wet holes in the ground." Speaking further, this horny-handed American who came up in the school of hard labor, said:

"We have gone back a thousand years in the last year. Why? Because a few individuals decide the actions of totalitarian nations and democracy is fighting for its life.

"Let us work and work harder so that the possibility of barbarism spreading to our shores will be an impossibility forever."

Knudsen asserted the public generally is "sold on defense" but he wondered whether it had been sufficiently sold to industry and labor.

Contending that week-end factory shutdowns tended to defeat defense production aims, Knudsen said:

"Friday night has become the big night in most of our industrial picture. It used to be Saturday night—we have cut 20 per cent off our machine time. Can we afford to do this?

"Can't we stop this blackout, this lack of production, from Friday to Monday, and get more use out of the equipment? We can train the men to operate it. Isn't it possible to put the defense job on a war basis even if we are at peace?

"When I think of the seriousness of the whole world situation, where the Americas are the only spot where freedom and law still have a foothold, I wonder if we are not justified in doing just that.

"When I look over the trend in the occupied countries in Europe," Knudsen continued, "America is about the only spot left where the law prevails and where the man at the bench has a chance to make his way without clicking his heels."

## The End Of A Toy Railroad

FROM THE very beginning of the use of the steam locomotive, when a man carrying a red flag rode ahead of the "Puffing Billy," or whatever else the locomotive was then called, the world, young and middle aged, has been intrigued with the dramatic side of railroading. Presidents, Kings and Princes have at times been found ready for a chance to trade their dignity of position for the privilege of holding the throttle of a locomotive. Perhaps this passion has been fostered by the thousands upon thousands of toy trains, that doting fathers are continuously buying, ostensibly for their infant sons, they however taking a leading part in the train operation.

If we remember rightly there is a kind of guild in existence among men who like to build model locomotives and cars. In fact one of this class only a few months ago asked us for a blueprint of an old time wedge snow plow, this gentleman living in the north desirous of completing his model locomotive for snow-bucking, a task we once participated in and yet remember most vividly.

Perhaps it was the sharp commanding blast of the whistle of the oncoming locomotives that stirred our early senses, but in the mind of the writer the deep sonorous sound of the slowly rolling bell on the early Rhode Island and Taunton locomotives most caught our fancy, since at that early age we only aspired to be the fireman—the urge to be the engineer coming later.

All of this is only preparatory to the fact that just a few days ago an examiner for the Interstate Commerce Commission recommended that the Bridgton (Maine) & Harrison Railway be permitted to abandon its sixteen-mile-long, two-foot gauge line, taking up the track, etc. This little line built for play purposes was often used by its patrons to gratify their urge to “run a locomotive.” On many Sundays, groups of playboys and playgirls would hire the whole line in order to run the locomotive and conduct the train “all by themselves.” We never rode upon or even saw the B. & H. Railway, but we have no hesitation in saying that its demise will cause a lump to rise up in many sentimental throats, young and old, and we are wondering why the Reconstruction Finance Corporation or some other government Santa Claus failed to put a substantial loan in the little railroad’s Christmas stocking, more so that the job of covering the world in one night with a team of reindeer and a sleigh, has been softened by the “increase in the force” that has made it possible to put a genuine blown-in-the-bottle Santa Claus in nearly every department store.

## When Toddy Asked The Blessing

THE SIMPLE little poem that follows, whose author is now unknown, was preserved in an old scrap book. The Astor House was, for many years, the haunt of many New York state and city politicians, a corner of the lobby facing the street set aside by common consent for their occupancy, and known as the “Amen Corner”. Many guileless souls put up at the old Astor House in its day, including a statesman from Missouri who, it is said, waited until 2 P. M. in the lobby for some one to “ring the dinner bell”. The old Astor House has alas been torn down, and gone are its garish furnishings, its glorious glass pendant laden chandeliers, its “Amen Corner”—and its memories. We who yet like simplicity will appreciate the story of how “Tod asked the blessing at the Astor House Hotel”.

I hadn't been in New York since the fall of 'eighty-three  
And clean forgot the old town might have changed  
as much as me.  
So when the taxi-hackman says “Where to?” I answered, “Well,  
I s'pose I'll be stopping at the Astor House Hotel.”  
For thinks I, the newer places may throw on a lot  
more style,  
But I guess the plain old Astor will do me and Tod  
a while.  
Yes? Didn't I tell you I took Tod? Say, he's the  
likeliest lad  
That a fond and foolish grandpa ever hankered for  
or had,  
Which brings me to the story of how Toddy rang the  
bell,  
The time he asked the blessing at the Astor House  
Hotel.

“You know how times have changed?” They have,  
And if I wanted proof,  
I found it at the Astor from the cellar to the roof.  
They have changed that hotel over; they have  
stretched it up and down  
And north and south and east and west, and moved  
it clear up town.  
And for every brick they'd added to the house since  
'83,  
They'd been waitin' my appearance to charge it  
up to me.  
But Oh! I got all my money's worth and something  
more as well  
When Toddy asked the blessing at the Astor House  
Hotel.

Tod's pa ain't goody-goody, nor his mother ain't,  
nor Tod,  
But he's been taught that it's all right to be polite to  
God,  
And that words like “please” and “thank you” are  
some better than a curse  
When you're talkin' to or of the Power that heads  
the Universe.  
So, when the foreign waiter served our supper all  
in style,  
And whisked the silver covers off and stood there  
with a smile  
Tod turned his head this way and that, then looked  
me in the face;  
And then the kid bobs down his eyes and says this  
fetchin' grace:  
“Please, God, be merciful to me—or unto me—a  
sinner  
And give my love to Jesus, God, and thank you for  
the dinner.”

Well, sir, no show in all New York, nor any cabaret  
Could make the big sensation that Tod's blessin' did,  
I bet.



The foreign waiters stopped and stared, and every  
 nearby fork  
 Stuck in mid-air and stayed there (think of that in  
 old New York).  
 And when Tod quit, the stillness was the silence of  
 a tomb  
 And then the lady next to us sat down the saucer  
 glass  
 Of carbonated cider (seemed it was mostly gas);  
 And she came sidlin' over, sort of swaying at the  
 hips  
 And took Tod's head in both her arms and kissed  
 him on the lips.  
 And it didn't seem outlandish, for it seemed as if a  
 spell  
 Was cast by Toddy's blessin' on the Astor House  
 Hotel.

Well Tod was blushin' furious and I a bit per-  
 plexed  
 Not knowing what the custom was, nor who she'd  
 tackle next.  
 Tod, he struggled loose and wiped the kiss off, and  
 good land;  
 The lady's kiss was smeared blood-red across his  
 little hand.  
 Just then the orchestra struck up an' everybody  
 wondered,  
 For Sir, the tune them fiddlers played was mighty  
 like Old Hundred.  
 And take my word for it or not; but everybody rose  
 And stood there like a statue, till the tune came to  
 a close.  
 And some looked at the ceilin', like they'd look the  
 ceilin' through,  
 And some looked down and some brushed off a  
 tricklin' tear or two.  
 And then we ate our supper, and believe me it was  
 swell,  
 The night Tod asked the Blessin' at the Astor House  
 Hotel.

## The Whelps Of The Lion Answer Him

WHEN THE war of 1914 appeared on the horizon,  
 London Punch, we think it was, published a  
 cartoon of a grizzled old lion lying on the chalk  
 cliffs of England calling to his cubs across the sea  
 —the colonies. The attached verse was published  
 in the London Spectator—the cubs answered then  
 as they are answering now.

### FORECAST

By R. J. ALEXANDER

The night is full of darkness and doubt,  
 The stars are dim and the hunters out;  
 The waves begin to wrestle and moan,  
 The Lion stands by his shore alone,  
 And sends, to the bounds of earth and sea,

First low notes of the thunders to be.  
 Then, east and west, through the vastness grim,  
 The whelps of the Lion answer him.

We are indebted to an American woman for not  
 only the poem "Forecast" but for the present day  
 verse that follows:

### ENGLAND AT BAY

By BAILEY MILLARD

"We will starve and conquer England,"  
 The ruthless Nazis cry,  
 "We will take her, bind her, bleed her,  
 Cause her to moan and sigh."

Take England? Even so, sirs;  
 Her soul you'll never take.  
 You cannot take her minstrels,  
 The great bards of the Lake.

You cannot take her Shakespeare,  
 And though you run berserk,  
 You'll never take her Shelley,  
 Her Hume, her Pitt, her Burke.

Your guns may tear her landscapes,  
 And trample and defile,  
 But you'll never trample spirits,  
 Such as those of old Carlyle.

Your bombs will never slaughter  
 Her Turner or Millais;  
 They'll not destroy her Gladstone,  
 Explode them how they may.

And though long years of conflict  
 Soak with blood her every field,  
 England never may be conquered;  
 No, she must not, cannot yield.

## A Christmas Greeting "As Is"

OCCASIONALLY a lilting soul rises above the com-  
 monplace to do or say something, and here in  
 this year of murderous bludgeoning in the old  
 world, and a Santa Claus on every corner of the  
 new, we find a Holiday Greeting worth while, and  
 so here it is.

### "GREETINGS"

"FORTY YEARS AGO—I REMEMBER WHEN EGGS  
 were three dozen for 25c; butter 10c a pound; milk  
 was 5c a quart; the butcher gave away liver and  
 treated the kids with bologna; the hired girl re-  
 ceived two dollars a week and did the washing.  
 Women did not paint and powder (in public),  
 smoke, play bingo or do the Rhumba.

"Men wore whiskers and boots; chewed tobacco,  
 spit on the floor and cussed. Beer was 5c and the  
 lunch free. No tips were given to waiters and the  
 check-your-hat grafter was unknown. A kerosene

hanging lamp and a stereoscope in the parlor were luxuries.

"No one was ever operated on for appendicitis or bought monkey glands. Vitamins were unheard of; folks lived to a good old age and every year walked miles to wish their friends

#### "A MERRY CHRISTMAS"

"TODAY YOU KNOW, everybody rides in automobiles or flies; shoots golf, plays bridge, goes to a dance or show every night, a 'chicken hut' afterwards, and then spends the rest of the night trying to get B-L-A-A on the radio; drinks Zombies or spiked cokes, says business is rotten, buys his B.V.D.'s on installments, and thinks he is having a h..... of a time.

"These are days of planned prosperity, fifth columns, income taxes, static, tourist camps and 'No Parking' signs, and if you think life worth living, we wish you

#### "A HAPPY NEW YEAR"

### Schools

The total enrollment of the University of Wyoming for 1940 has set a record, viz., 2,050. The students come from 38 states, the District of Columbia, Alaska, and China. Rock Springs contributed 58 of the number, a slight increase over the year previous from the coal metropolis.

"Tommy" Dodds, son of Mr. and Mrs. T. J. Dodds, Winton, has been named as Assistant to the Comptroller of the University of Wyoming, Laramie, and with his wife will in future make the latter city his home. "Tommy" graduated from the institution in 1936.

Final census figures on the population of Rock Springs just released by the United States Bureau of the Census indicate that our fair city now has 9,827. Sweetwater County now boasts of 19,407.

### Coal Here, There and Everywhere

IT IS REPORTED that hundreds of thousands of tons of Welsh coal are coming in steadily to Canada, thanks to the British Navy. Prices are stable, and the claim is made that it sells at Montreal for \$16.50 per ton, stove size, nut 25 cents less.

By reason of the expiration of the Bituminous Coal Act in April, 1941, Secretary of the Interior Ickes will recommend an extension thereof for two years, the question to be brought up at the January term of Congress, it is thought.

Kline L. Roberts, Managing Director of The Solid Fuel Institute, of Milwaukee, and his wife met death recently in an auto-truck head-on colli-

sion near Antigo, Wisconsin, while enroute to visit a son during the Thanksgiving holiday. A heavy fog obscured the view and icy pavement caused his car to skid directly into the path of a heavily loaded milk truck.

Mr. Roberts was born September 12, 1886, had a wide, versatile experience in world affairs, having served as a newspaper reporter; Assistant Secretary of the Columbus, Ohio, Chamber of Commerce; was attached to the Army Intelligence Division during the World War; managed for several years the Symphony Orchestra of Cincinnati; Vice President of the Citizens' Savings Bank & Trust Company, Columbus; managed his own advertising agency; headed the Ohio Coal Company; was Executive Vice President of the American Retail Coal Association, which he relinquished to conduct affairs of The Solid Fuel Institute. His passing will leave a void in the coal industry and his likeable character, outstanding ability, desire to serve, etc., will be sadly missed in its councils.

### The Sydney, Nova Scotia, Submarine Coal Field

AN INTERESTING coal operation is carried on beneath the waters of the Atlantic Ocean in what is termed the Sydney field. The story is related that coal was first produced there in 1720 for use by the French in their fortress located at Louisburg, N. S., and mined spasmodically for probably one hundred years before the industry was placed on a systematic basis by an English firm known as the General Mining Association, they having secured a monopoly of the mineral rights of the Province which they held 1825 to 1857; a number of mining companies then came into being, the monopoly was broken, and the production of coal from then on was steadily increased. In 1893 some seven operating companies in that district merged to form the Dominion Coal Company, this outfit being the largest single producer of submarine coal in the world.

The present style of the firm is The Dominion Steel & Coal Corporation, Limited, which, with its several subsidiaries, produces 88 per cent of the output of the Province, 86.5 per cent of that amount of coal being extracted from submarine areas comprising the Sydney Field, a normal yearly output representing 4.5 million tons.

No faults have been encountered, and no indication has yet been found indicating a termination of the field. The field dips under the sea at about seven per cent, and is divided into three principal basins by two almost parallel anticlinal folds, gradients of forty per cent were found on the limbs of the anticline.

Three seams are now being worked, the Company having nine collieries thereon, another subsidiary operating two on its Harbor Seam, seven of the nine seams mentioned winning their entire output

from the submarine areas. The strata in which the coal seams are found are predominantly of shale and fire clay, with some 20 to 22 per cent of sandstone.

The coal is a high-volatile bituminous and makes an excellent fuel for domestic use as well as for metallurgical or other industrial purposes. It is not highly gaseous, still the supply of adequate ventilation through the long distances now obtaining constitutes a problem of economic importance, and throughout the eleven collieries fans circulate upwards of 950,000 cubic feet per minute with water gauges running up to 7.5 inches water gauge.

Because of numerous openings made many years ago in the crops, much surface water finds its way into the older workings, this now being trapped at or near the shore line, with the result that not less than 4.5 tons of water must be pumped per ton of coal hoisted.

One hour twenty minutes of a shift is taken up in the miners getting to and from their working places. Too, the coal and the materials must be handled over ever-increasing distances.

In the Sydney field, pillars are left in, regardless of the thickness of the seam, until 700 feet of solid cover has been gained, total extraction beyond this point being practiced provided 100 feet of solid cover can be had for each foot of thickness of the coal seam removed.

Rooms and crosscuts are usually driven sixteen feet wide, the long side of the pillar being at right angles to the room.

Government regulations are severely strict, and the companies maintain well-organized Safety departments with special inspecting staffs to support and give added effectiveness thereto.

Permissible explosives only are allowed, and only six pounds may be taken into the mine by any one person, and no detonators may be carried in the same container, powder not to be allowed within 750 feet of the mine entrance. But one hole may be loaded and shot at a time.

The coal, being friable, creates a good deal of dust, and to prevent explosions the working faces are stone-dusted previous to being shot, the company operating its own stone-dust mill, which is capable of putting out over 1,500 tons monthly.

Weekly meetings of officials of each mine are held to discuss accidents which have occurred, as well as to plan better prevention. Safety Inspectors visit the mines and surface plants each day, pointing out unsafe conditions or practices and to see that both officials and workmen receive proper instructions.

Naturally, as the support afforded by the coal is removed, the roof is bound to descend, and its movement is arrested to some extent by packwalls (built of stone from the waste) which are constructed at right angles to the face and extended as the face advances, these being usually 12 feet wide and located at intervals of 40 feet.

Some odd things are encountered on which this item will just pass in a cursory manner, i. e., coal is now being mined four miles out and the company is paying royalty to the Provincial authorities therefor. Soundings are taken one thousand feet ahead of the workings. One summer they entertained 2,100 visitors. Beneath 1,000 feet of cover, they get 100 per cent extraction, and they have 1,600 to 2,600 feet of cover between the seam and the bed of the ocean, it having been found that the depth of water regulates the amount of cover over the seam of coal.

## Gibraltar In 1704

ON A summer afternoon in 1704, Admiral Rooke, cruising off the African coast, arrived in the Bay of Gibraltar, with Sir Cloudesley Shovel and the Prince of Hesse-Darmstadt. Dropping anchor and making a signal, "Prepare for action!" he summoned the garrison to surrender. The summons being refused, he loaded his guns with grapeshot and began a brisk bombardment. This proved so effective that within three days the Spanish governor, the Marquis de Salines, hauled down his colours, hoisted a white flag and capitulated.

Admiral Rooke's instructions from the Cabinet had been to hand over the fortress to the Archduke Charles of Austria. But he had other ideas on the subject. "I saw no reason," he said, "why such a prize should go to a foreigner." Accordingly, snapping his fingers at officialdom, he hoisted the Union Jack, "in the name of our Sovereign Lady Queen Anne."

The Whig politicians were furious at this Empire-building exploit; and, on his return to England, Admiral Rooke received such a severe "whipping" from them that he promptly betook himself to the limbo of the retired list. "These landlubbers may say what they like," he informed his friends, "but in the years to come, Old England will applaud my conduct."—*From an article by Horace Wyndham in The English-Speaking World.*

## Hidden Taxes

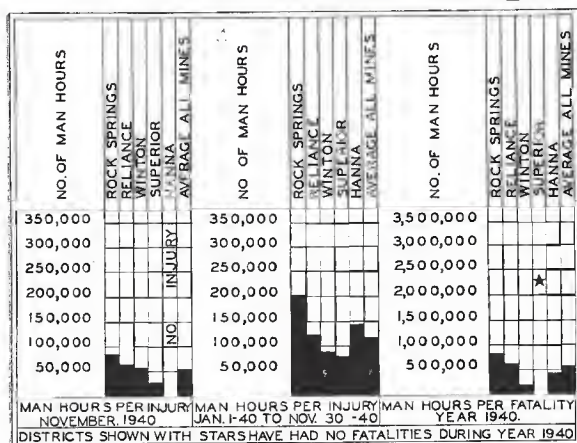
A recent issue of Trumbull Cheer gave a list of the *hidden* taxes we Americans have to pay on commonly-used commodities, in terms of cents of hidden tax out of each dollar paid for the item. Among these items were—new automobile, 15%; new furniture, 13%; rent, 25%; movie tickets, 12%; bread, 15%; telephone bills, 15%; railroad fare, 11%; beer, 34%; sugar, 18%; milk, 10%; women's clothing, 10%; men's, 12%; and 7.4c tax on a 10c package of cigarettes.

"The time is fast approaching," concluded the article, "when 'we, the people' will insist on being told facts, and not just given generalities and glowing words—about lots of things."



# Make It Safe

## November Accident Graph



ONLY HANNA escaped having at least one lost-time injury during November. Superior had three and Rock Springs, Reliance and Winton had one each. This has been the most disastrous month we have had for some time. Two of the six injuries were fatalities, bringing our total to six fatalities for the year. There is no doubt that most of the injuries during the past month could have been prevented. Safer working habits and good workmanship are the solution to the prevention of most accidents.

It is usually a combination of circumstances which causes an accident. The elimination of any one of these circumstances will prevent the accident. Certainly the development of safe working habits will prevent the building up of circumstances which lead to an accident.

One of the reasons we must put forth more effort in the prevention of accidents is that we can more or less control their happening but we cannot control their severity. During the past month we had almost identical circumstances leading up to two accidents, one putting the man in the hospital and the other not being serious enough for the man to stop work for the remainder of the day. Our efforts must be to stop all accidents, giving particular attention to those which may seem very trivial—only in this way will we stop fatalities.

### LOST-TIME INJURIES AND MAN HOURS BY MINES

NOVEMBER, 1940

Place	Man Hours	Injuries	Per Injury
Rock Springs No. 4. . . . .	28,707	0	No Injury
Rock Springs No. 8. . . . .	38,437	1	38,437

Rock Springs Outside. . . . .	18,100	0	No Injury
Total. . . . .	85,244	1	85,244
Reliance No. 1. . . . .	27,552	1	27,552
Reliance No. 7. . . . .	24,724	0	No Injury
Reliance Outside. . . . .	11,039	0	No Injury
Total. . . . .	63,315	1	63,315
Winton No. 1. . . . .	21,140	1	21,140
Winton Nos. 3 & 7½			
Seams, No. 7½ Mine	25,046	0	No Injury
Winton Outside. . . . .	9,849	0	No Injury
Total. . . . .	56,035	1	56,035
Superior "C". . . . .	21,252	1	21,252
Superior "D". . . . .	17,997	1	17,997
Superior D. O. Clark. . . . .	31,542	1	31,542
Superior Outside. . . . .	14,986	0	No Injury
Total. . . . .	85,777	3	28,592
Hanna No. 4. . . . .	28,826	0	No Injury
Hanna Outside. . . . .	13,330	0	No Injury
Total. . . . .	42,156	0	No Injury
All Districts, 1940. . . . .	332,527	6	55,421
All Districts, 1939. . . . .	320,040	2	160,020

### LOST-TIME INJURIES AND MAN HOURS BY MINES

PERIOD JANUARY 1 TO NOVEMBER 30, 1940

Place	Man Hours	Injuries	Per Injury
Rock Springs No. 4. . . . .	250,467	0	No Injury
Rock Springs No. 8. . . . .	380,926	4	95,232
Rock Springs Outside. . . . .	182,925	0	No Injury
Total. . . . .	814,318	4	203,580
Reliance No. 1. . . . .	275,240	3	91,747
Reliance No. 7. . . . .	233,114	1	233,114
Reliance Outside. . . . .	109,207	1	109,207
Total. . . . .	617,561	5	123,512
Winton No. 1. . . . .	207,130	2	103,565
Winton Nos. 3 & 7½			
Seams, No. 7½ Mine. . . . .	239,974	4	59,994
Winton Outside. . . . .	102,239	0	No Injury
Total. . . . .	549,343	6	91,557

Superior "C" . . . . .	178,500	3	59,500
Superior "D" . . . . .	164,976	1	164,976
Superior D. O. Clark . . . . .	307,118	6	51,186
Superior Outside . . . . .	153,100	0	No Injury
Total . . . . .	803,694	10	80,369
Hanna No. 4 . . . . .	286,363	3	95,454
Hanna Outside . . . . .	142,305	0	No Injury
Total . . . . .	428,668	3	142,889
All Districts, 1940 . . . . .	3,213,584	28	114,771
All Districts, 1939 . . . . .	3,091,486	24	128,812

STATEMENT SHOWING NUMBER OF CALENDAR DAYS WORKED BY DEPARTMENTS OR MINES SINCE THE LAST LOST-TIME INJURY

FIGURES TO NOVEMBER 30, 1940

	<i>Underground Employees Calendar Days</i>
Rock Springs No. 4 . . . . .	493
Rock Springs No. 8 . . . . .	12
Reliance No. 1 . . . . .	12
Reliance No. 7 . . . . .	260
Winton No. 1 . . . . .	28
Winton No. 3 Seam . . . . .	297
Winton No. 7½ Seam . . . . .	87
Superior "C" . . . . .	12
Superior "D" . . . . .	27
Superior D. O. Clark . . . . .	29
Hanna No. 4 . . . . .	191

*Outside Employees  
Calendar Days*

Rock Springs No. 4 Tipple . . . . .	3,686
Rock Springs No. 8 Tipple . . . . .	2,266
Reliance Tipple . . . . .	58
Winton Tipple . . . . .	3,886
Superior "C" Tipple . . . . .	892
Superior "D" Tipple . . . . .	1,340
Superior D. O. Clark Tipple . . . . .	1,039
Hanna No. 4 Tipple . . . . .	1,114

*General Outside  
Employees  
Calendar Days*

Rock Springs . . . . .	2,998
Reliance . . . . .	955
Winton . . . . .	3,483
Superior . . . . .	3,755
Hanna . . . . .	1,858

## The February Mid-Year Safety Meeting

ELSEWHERE in this issue of the Employees' Magazine will be found the rules that will govern the automobile safety contest for the first and second half year periods of 1941.

As heretofore, all men who do not suffer a lost-time accident in the first six months period will be privileged to participate in the drawing for the prize automobile and other cash awards, the same arrangement applying to the second half year contest.

Last year a novel radio program was worked out by General Manager Bayless and Safety Engineer Knill, that of holding safety meetings simultaneously at Rock Springs, Reliance, Winton, Superior and Hanna, the five districts participating in the program in every detail, all of which was audible to listeners in the five gatherings. This arrangement will be repeated at both 1941 safety meetings.

With Hanna the most remote district, 159 miles from Rock Springs, the Hanna men, women and young people, through the medium of the radio hookup, virtually are brought into the Old Timers' Building at Rock Springs where the drawings are held, Reliance, Winton and Superior though only a few miles distant from Rock Springs, also made a part of the principal gathering.

The officials and employees of The Union Pacific Coal Company propose to keep at least a lap ahead of the safety movement, and the bringing together of the five districts ranging from nine to one hundred and fifty-nine miles remote, into one gathering, the men and their families sitting comfortably in their own community buildings, constitutes an arrangement local to our coal field.

## Mr. Zeilinger Speaks To Engineers At Meeting In Rock Springs

MR. A. H. ZEILINGER, Safety Engineer of The Colorado Fuel and Iron Corporation, Pueblo, Colorado, gave a talk on "What Safety Offers" at a meeting of the Wyoming Section of the American Institute of Mining and Metallurgical Engineers held at Howard's Cafe, Rock Springs, Wyoming, November 22, 1940. There were approximately fifty members and guests present at the meeting.

Before introducing Mr. Zeilinger, Mr. McAuliffe spoke a few words on the mental attitude of the worker and emphasized that much can still be done by example and encouragement.

In his talk, Mr. Zeilinger mentioned the following: 1. The opportunity to stop accidents and to conserve life and limb. 2. Service to build character. 3. A lesson in democracy. 4. Help as individuals—we always help ourselves by helping others. 5. Harmonizing men and management.

## November Injuries

LESTER M. GREGORY, *American, age 19, single, face-man, Section No. 2, Winton No. 1 Mine. FATAL.*

The working place was in the entry chain pillars. The coal from the pillar was nearly all extracted when the men entered the working place in the morning. Two small plug holes were fired in the bottom to allow moving the pan line nearer the rib. The loose coal was to be cleared and the pans moved out of the place.

Gregory and his partner were shoveling on either side of the pan when a large piece of the rib coal sheared off straight up and down. This coal, which was approximately ten feet wide, nine feet high, and a foot thick, fell over and caught Gregory as he was shoveling in the pan line.

DUGI BALEN, *Croatian, age 61, married, pit car loader man, Section No. 4, Rock Springs No. 8 Mine. FATAL.*

Balen's regular working place had caved and he was sent in to brush the top on the main slope, starting at the last working entry and working down. A track layer was working on the entry switch about 60 feet above him. The entry switch was thrown for the entry to act as a derail in case of a runaway on the slope. At this entry there is a concrete crib which forms a crosscut to the entry and just opposite it is a crosscut to the manway. It was at this point that Balen started to brush.

He had brushed about six feet of top when the second trip was being pulled from this entry. The trip was about three entries above here when the power went off. When the trip took up the slack in the rope, the link of the rope coupling broke and the trip came back down the slope. The track layer heard the trip coming, called to Balen and then ran up the slope about forty feet to a crosscut. Balen apparently did not hear him or did not realize it was a runaway trip or he would have stepped into the crosscut which was just six feet above where he was working. When the trip hit the switch it derailed, most of the cars hitting the concrete crib. Three of the cars went past the crib and caught Balen just below where he was working in the slope.

ROSVAL W. MAY, *American, age 23, married, rope rider, Section No. 4, Superior D. O. Clark Mine. Contusion on back of head.*

The Joy was working in an entry. It had been driven in just far enough for the entry parting, there being just room enough in by the inside latches to switch a car. The grade toward the face on the low side track was slightly up and a man was sent to help May push the cars to the face. May was also acting as loading end man on the Joy as well as rope rider. There had

been several cars loaded and one more was needed to clean the face. As May was dropping in the trip he cut off one car in the spout hole, probably with the intention of getting a good start on the parting. He was riding the rear bumper, next to the brake, and when the car took the curve he fell off and struck his head against a prop on the low side of the track, this prop being 36 inches from the track. A conveyor loading end man noticed the trip coming in and belled it to stop. May's legs were across the track and would have been struck with the trip if this man had not been standing there.

HENRY VERSTRAETEN, *Belgian, age 53, married, prop puller, Section No. 2, Reliance No. 1 Mine. Amputation of part of three fingers, right hand.*

Henry was riding out on an entry man trip. The trip, consisting of two mine cars, was being pulled by a locomotive. As they were coming off the high side track of the inside parting, the first car, in which Verstraeten was riding, derailed, discharging the leg of a rail crossbar. This allowed the crossbar and a piece of rock, about six feet square and six inches thick, to rest on top of the car. When the car went off the track, Verstraeten apparently grabbed hold of the end of it to steady himself and as the car went forward the rock slid along the top of the car and caught his fingers.

THOMAS MULLEN, *American, age 48, single, rope rider, Section No. 1, Superior "D" Mine. Fracture of left kneecap.*

Mullen had just taken the men into the mine on the man trip and was bringing the trip back to put it on the parting of an entry which was not working. The trip was coming up from the bottom and as he got off the trip he stepped on a small piece of coal and fell, striking his knee.

ALDO PREVEDEL, *Italian, age 28, single, machine man, Section No. 2, Superior "C" Mine. Fracture of three ribs, right side.*

The working place was a room which was up two cuts above the working entry. Prevedel had just sumped about 18 inches of the third cut when the jack pipe, which had been placed in the middle of the cutter bar to guide it, came out, hit the bits and flew back, striking Prevedel on the right side.

The bits had been changed before the machine was sumped. Apparently the set screw holding one of the bits was loosened but the bit was not changed as there was a slightly bent bit found in front of the machine. It was easy to slide this bit in and out of the block having the loose set screw. It is thought this loose bit either struck a sulphur in the face or the frame of the machine, making it jump and knock out the jack pipe.



# Individual Safety Standings of the Various Mine Sections in the Annual Safety Contest

PERIOD JANUARY 1 TO NOVEMBER 30, 1940

**T**WO MORE sections were dropped from the "No Injury" column during November and the injuries in four other sections were raised from one to two. This divides the underground sections to twenty which have no injuries and seventeen which have had one or more.

When this issue of the "Employees' Magazine" is distributed the year will be completed and everyone will have a fresh start. The slate will be washed clean. We hope every man in each section will take pride in seeing his section stay in the "No Injury" column. A section does not go through a year without an injury without the cooperation of every one working in the section. A year without injuries means someone has done a lot of planning and

everyone has done considerable thinking. A year free from accidents doesn't just happen—it takes work and concentrated effort, but the results are worth the work, worth the effort. Your reward will be freedom from an accident to yourself and to the men working with you. There is no one man who can stop accidents. It requires the work of all men toward a common goal—all of us working together can stop accidents.

Make 1941 a banner year—a year free from injuries.

Our annual safety meeting will be coming soon. We hope you are eligible to participate in the drawing.

## UNDERGROUND SECTIONS

<i>Section Foreman</i>	<i>Mine</i>	<i>Section</i>	<i>Man Hours</i>	<i>Injuries</i>	<i>Man Hours Per Injury</i>
1. R. J. Buxton.....	Rock Springs 8,	Section 1	111,741	0	No Injury
2. Ben Lewis.....	Rock Springs 8,	Section 2	97,321	0	No Injury
3. Julius Reuter.....	Reliance 1,	Section 3	96,656	0	No Injury
4. Reynold Bluhm.....	Rock Springs 4,	Section 1	86,338	0	No Injury
5. Chester McTee.....	Rock Springs 4,	Section 3	85,393	0	No Injury
6. Richard Haag.....	Superior D,	Section 2	82,439	0	No Injury
7. Homer Grove.....	Reliance 7,	Section 3	81,795	0	No Injury
8. B. W. Grove.....	Reliance 7,	Section 2	81,144	0	No Injury
9. Lester Williams.....	Rock Springs 4,	Section 2	78,736	0	No Injury
10. Andrew Strannigan.....	Winton 7½,	Section 3	74,284	0	No Injury
11. John Peternell.....	Winton 1,	Section 1	70,210	0	No Injury
12. Clyde Rock.....	Superior C,	Section 1	60,158	0	No Injury
13. Thos. Rimmer.....	Hanna 4,	Section 3	58,471	0	No Injury
14. James Hearne.....	Hanna 4,	Section 5	58,352	0	No Injury
15. R. C. Bailey.....	Winton 7½,	Section 1	54,432	0	No Injury
16. Wilkie Henry.....	Winton 1,	Section 3	54,068	0	No Injury
17. Marino Pierantoni.....	Sup. D. O. Clark,	Section 1	45,969	0	No Injury
18. Marlin Hall.....	Sup. D. O. Clark,	Section 5	45,878	0	No Injury
19. Ben Cook.....	Hanna 4,	Section 4	45,696	0	No Injury
20. Chas. Kamps.....	Sup. D. O. Clark,	Section 6	36,995	0	No Injury
21. Dan Gardner.....	Superior D,	Section 1	82,537	1	82,537
22. Sam Canestrini.....	Reliance 1,	Section 1	74,424	1	74,424
23. Jack Reese.....	Reliance 7,	Section 1	70,175	1	70,175
24. W. B. Rae.....	Hanna 4,	Section 1	60,879	1	60,879
25. Carl A. Kansala.....	Superior C,	Section 2	58,163	1	58,163

26.	Robert Maxwell.....	Reliance 1,	Section 2	104,160	2	52,080
27.	Dominic Martin.....	Sup. D. O. Clark,	Section 2	45,955	1	45,955
28.	Andrew Young.....	Rock Springs 8,	Section 3	88,088	2	44,044
29.	David Wilde.....	Rock Springs 8,	Section 4	83,776	2	41,888
30.	Arthur Jeanselme.....	Winton 1,	Section 2	82,852	2	41,426
31.	F. L. Gordon.....	Sup. D. O. Clark,	Section 7	40,509	1	40,509
32.	Frank Hearne.....	Hanna 4,	Section 2	62,965	2	31,483
33.	Wm. S. Fox.....	Superior C,	Section 3	60,179	2	30,090
34.	John Valco.....	Winton 7½,	Section 2	58,597	2	29,299
35.	Andrew Spence.....	Winton 7½,	Section 4	52,661	2	26,331
36.	Paul B. Cox.....	Sup. D. O. Clark,	Section 4	45,969	2	22,985
37.	R. A. Pritchard.....	Sup. D. O. Clark,	Section 3	45,843	2	22,922

## OUTSIDE SECTIONS

1.	Thomas Foster.....	Rock Springs	182,925	0	No Injury
2.	Port Ward.....	Superior	153,100	0	No Injury
3.	E. R. Henningsen.....	Hanna	142,305	0	No Injury
4.	R. W. Fowkes.....	Winton	102,239	0	No Injury
5.	William Telck.....	Reliance	109,207	1	109,207
ALL DISTRICTS, 1940.....			3,213,584	28	114,771
ALL DISTRICTS, 1939.....			3,091,486	24	128,812

## November Safety Awards

THE SAFETY meetings for November were held at Superior, Rock Springs, Winton, Reliance and Hanna on December 2nd, 3rd, 4th, 5th and 7th, respectively.

A sound picture, "Flying Clipper Cruise," was shown at all districts.

Mr. Pryde spoke at the Winton and Reliance meetings and gave considerable emphasis to the safe operation of our mines. Mr. Murray spoke at Su-

perior and talked along safety lines in general.

Due to the number of injuries this month, a fewer number of mines was eligible to participate in the monthly cash awards than for any month since the contests began. Despite this and considering that the night shifts were working, the attendance at all meetings was very good. Hanna had an especially large attendance.

Following are the winners:

Mine	First Prize \$15 Each	Second Prize \$10 Each	Third & Fourth Prizes \$5 Each	Unit Foreman \$10 Each
Rock Springs No. 4	Frank Potochnik	Ben Butler	{Marko Sikich Clarence Johnson	Chester McTee
Reliance No. 7	Joe Gledich	Henry Kovach	C. A. Murray	M. J. Duzik
Winton Nos. 3 & 7½	Louis Lemich	Rudolph Krazovich	Abe Benson	Andrew Spence
Hanna No. 4	Waino Williams	Howard Baillie	{Richard Lee A. Hyvonen	Frank Hearne
TOTAL	\$60	\$40	\$30	\$40

Suits of clothes awarded: Lester Doak, Rock Springs No. 4 Mine; Howard Moss, Winton Nos. 3 & 7½ Mine; Thomas Mellor, Hanna No. 4 Mine.

Rock Springs No. 8, Reliance No. 1, Winton No. 1, and Superior "C", "D" and D. O. Clark Mines were ineligible to participate.

## Safety Awards For 1941

THE RULES governing the safety contest and prize awards for the year 1941 will be about the same as for 1940. The only change will be an addition to the grand prizes. The rules of the contest and the prize awards are given below.

As soon as the returns are available for the first six months, from January 1st to June 30th, the General Safety Meeting will be called at all districts and the following prizes will be awarded. The Grand Prize, a new five-passenger automobile, with six-ply tires and all usual accessories, one \$50.00 cash prize, one \$40.00 cash prize, one \$30.00 cash prize and one \$25.00 cash prize; in addition there will be a suit of clothes awarded as the last prize. The suit of clothes award will be classed as a "free-for-all" prize and will be drawn as the last prize—all men, at all districts, who have not received a lost-time injury during the period or who have not received one of the above prizes, will be eligible to participate in the drawing for this suit of clothes.

### *List of Prizes*

A. All day workers, together with men working on pit-car loaders, surface and underground, whose names appear on the pay rolls for the first pay-period in June, will be eligible to participate in the contest for the first half year for the first automobile and other prizes, and those whose names appear on the pay-rolls for the first pay-period in December will be eligible to participate in the contest for the second half of the year for the second automobile and the additional prizes as listed above. Employees who suffer a lost-time accident during the first six-months' period will not be eligible to participate in the current half-year contest, although they will not be barred from the contest for the last half of the year unless they suffer another lost-time accident during the second six-months' period. Unit Foremen will not participate in the awards covered by this paragraph. (Rules for distribution of the above prizes will be published in the February issue of the magazine.)

B. Monthly cash prizes, one of \$15.00, one of \$10.00, and one of \$5.00 (with two \$5.00 prizes at Rock Springs Mines Nos. 4 and 8, and Hanna No. 4 Mine), together with a special prize of \$10.00 for Unit Foremen, will be awarded monthly to each mine in which no lost-time injury occurred during the month. A separate drawing will be employed in disposing of the Unit Foreman prize.

The amount of above cash prizes will be doubled when all mines go through the month without a lost-time injury.

C. A special prize of a made-to-order suit of clothes will be awarded to the day workers, sur-

face and underground, employed in and about each mine which has worked any two successive months without a lost-time injury to an employee. A similar award will be made to the men working in such mine for each succeeding month passed without a lost-time injury. If the men in a mine after winning this special prize suffer an accident, a new two months' free-from-accident record must be established in order to again become eligible for this prize.

D. Monthly novelty prizes, varying in quantity comparable to the number of men employed, consisting of safety wearing apparel, sporting goods and other attractive merchandise, will be awarded to all surface and underground employees working in and about the mines during the month, a separate supply of prizes arranged for each group of mines. Employees who have suffered a lost-time injury may participate in these awards.

### *Rules Governing The Contest*

1. The present method of dividing each mine into underground and surface sections will be maintained with a foreman in charge of safety work in each section.

2. A careful record of all lost-time injuries will be maintained for each section. A lost-time injury is hereby defined as any injury received while in the service of the Company which prevents the injured employee from reporting for duty on the first working day following such injury.

3. To secure any of the prize awards, the employee must be present at the safety meeting when the awards are made, unless prevented from attendance through being on duty, through actual illness or through leave of absence, in which case the prizes will be held for the winner. Special arrangements will be made for attendance at auxiliary meetings which will be held in districts other than Rock Springs.

4. Employees on monthly salary will not be eligible to participate in any of the awards.

5. The conduct of all drawings will be under the direction of the auditing department of the Company. Tickets bearing the names of all surface and underground employees of the mine where the awards are made, will be placed in a suitable bowl and the first name drawn will receive the prize. If, however, the man whose name is first drawn is not present (see Rule 3) a second name will be drawn and so on until the name of a man who is present is drawn, who will receive the prize, this arrangement continuing until all awards have been made.



## Winton Girl Scouts

THE GIRL SCOUT team of Winton had an opportunity to display their talents on the afternoon of November 28th.

The bus carrying 27 employees of the Company at its Winton property, returning from duty to their homes at Rock Springs, skidded on the slippery road and turned over into the borrow pit just south of Winton, several of the men requiring treatment for arterial bleeding, bruises, shock, and other injuries. Along at this time happened the members of the Winton Girl Scout troop homeward bound from school, who quickly took hold of things and administered first aid prior to the doctors reaching the scene of the accident.

This team of young ladies was successful in winning Senior Girls first place and the silver cup accompanying at the big First Aid Field Day on June 14, 1940, and the members have endeared themselves in the hearts of our men by the display of their knowledge in the handling of the injured.

We are printing their names and the group picture taken in June last as a reward of merit. In other words, "to them we hand the orchids" again.



Left to Right: Jane Wilson, Mary Besso, Margaret Strannigan, Gwen McTee, Joyce Wilkes, Mary Jane Hanks.

## First Aid For Non-Combatants

GREAT BRITAIN has a great many organizations, all working toward helping generously the stricken people of that country. Chief amongst these is the American Ambulance, consisting of people from the United States in Great Britain, the head of which, as Honorary President, is Joseph P. Kennedy, until lately United States Ambassador, and Wallace B. Phillips, Chairman of The Pyrene Company, London, its Director General of Operations, which is performing humanitarian and non-military service to civilians. Through their efforts, a fund of £141,000 has been raised and 260 four-stretcher ambulances purchased, included therewith surgical

units, mobile first-aid posts, etc., the first vehicles having been turned over to the Ministry of Health a few months following the formation of the organization. Drivers, mostly women, are provided by volunteer societies.

The Allied Relief Fund, American Red Cross, American Field Service, and others, all have done valiant service in this humane work.



A few of the vehicles of American Ambulance, Great Britain, lined up for presentation to Ministry of Health.

## Keep Your Name Off This List

THE FOLLOWING men, on account of their having sustained a lost-time injury during the period July 1 to November 30, 1940, will not be eligible to participate in the drawing for the grand prize, an automobile which will be awarded at the annual safety meeting at the close of the current year.

H. M. McComas, Reliance  
S. M. Peppinger, Reliance  
Henry Verstraeten, Reliance

Andy Blahota, Winton  
Roman Larrabaster, Winton

Luis Birleffi, Superior  
Rosval W. May, Superior  
Thomas Mullen, Superior  
Aldo Prevedel, Superior

## Just Two Letters

"If" is the BIGGEST little word in the English language. If you don't think so read a few of the common uses of the word.

IF I had only looked where I was going—

IF I hadn't been in such a hurry—

IF I had only worn my goggles—

IF I had only taken time to get a good ladder—

IF I had only taken off my gloves—

IF I had only waited until the machine stopped—

IF I had only gone to the hospital—

Countless other illustrations of this tiny giant among words could be listed. If we stop to think, there it goes again, that little word, we'll have fewer occasions to use it and consequently fewer causes for regret.

## A Bedside Sermon

THE MANY FRIENDS of Dr. F. W. Clayton, Rector of All Saints Episcopal Church of Omaha, who came to know him from visits to Rock Springs, will recall the fact that he was badly injured in a road collision while driving from Toronto to Montreal on August 5th last. After some weeks in a Belleville, Ontario, hospital, Dr. Clayton was moved to Bishop Clarkson Memorial Hospital where he is yet confined to his room, making, however, continuous progress.

On Christmas Eve, Dr. Clayton delivered a sermon by telephone and amplifier from his bed in the hospital to his congregation, which we reproduce herewith:

My text is taken from the fourth chapter of St. Luke's Gospel and at the 18th verse. "The Spirit of the Lord is upon me, because He hath anointed me to preach the gospel to the poor; He hath sent me to heal the broken-hearted, to preach deliverance to the captives, and recovering of sight to the blind, to set at liberty them that are bruised."

Our Lord went into His own home town of Nazareth and entered the Synagogue and opened the Bible and read; and the words He read were taken from the 61st chapter of the book of the Prophet Isaiah. He had lived to see these words fulfilled because after all the principle of His gospel lies in these few lines.

It is somewhat difficult to tell the Christmas story in a distorted and torn world. There is a great resemblance between the world into which Christ was born and the world in which we are living. There seems to be no room in the inn for Him. The Herods of today are seeking His life, darkness is on the face of the deep, hope seems to be abandoned. Bishop Johnson, in a Christmas article says, "Surely we ought to do something for children less fortunate than our own. Surely we ought also to remember the poor on the day dedicated to Him who ministered to the under-privileged. Surely we ought to do something for the destitute in other lands less fortunate than our own. If ever men needed to lift up their hearts, and to manifest good will to men it is at this Christmastide."

At Christmas time we must remember that we are commemorating the birth of the person of Christ; not the policy or teaching of a man, but belief that the Christ is the Son of God. Christ was more than a teacher. When we speak of faith in Christ, we mean faith as an activity of the whole man. It is found in its fullest form when it is a faith of a person in a person. Even faith in a policy generally implies trust in a person behind it. It involves a relationship to the object of our faith of all the sides of our being that can find a response to it; and therefore, as Plato said, "We must take the best of human doctrines, and embarking on that as on a raft, risk the voyage of life."

And so when our Lord said that He has sent me to

heal the broken-hearted, to preach deliverance to the captives, and recovering of sight to the blind, to set at liberty them that are bruised, we take Him at His word. We believe that in spite of the darkness that has descended into the people's lives, in spite of the noise of the bombs and guns, in spite of the ideals which have been torn apart, His light, though dim, has not been completely put out.

I heard the Marine Band play the other day. I suppose the Marine Band represents the very best in our country, backed as it is by our Government and therefore a national organization. The mother of one of the musicians was in a hospital at Annapolis, and at her request the band played, "Jesus Lover of My Soul". There can not be much the matter with a nation that has within it such beautiful sentiments. They also played Schubert's Serenade, and the announcer told a little story about it. He said that Schubert and two of his friends were walking along the street and they came to a little restaurant. They went in, and when they were seated Schubert took up a book and read a beautiful poem. He said if he had some music paper, he would write a tune which was pounding away in his head. One of his friends took a menu card and drew lines on it, and Schubert wrote that Serenade in a noisy restaurant. There is an analogy in that because here today the world is full of strange, alien sounds; and to sing hymns like "Silent Night" and "O Come All Ye Faithful" is just like writing a beautiful serenade in the midst of a battle. Therefore, instead of our faith in Christ being dimmed, it is to me somewhat strengthened.

Mr. Leonard W. Brockington, King's Counsel, Canadian delegate, spoke at a meeting of the American Bar Association on September 12th of this year at Philadelphia. May I quote:

"It is an inspiration to stand in this kindly City of Friends, in this sanctuary of liberty. For this place wise men once resolutely determined that disciplined liberty should go forth into this land under the influence of the Sermon on the Mount, they knowing that if those things departed from them there would be an end of truth and mercy and of goodness. In this city they resolved that for them and their children and their children's children freedom should not be a fugitive memory in the hearts of old men in the chimney corner, but the very life-blood of the youth of the land they loved. Here was born a great nation which Oliver Wendell Holmes says 'Not by aggression but by the naked fact of its existence is an eternal danger and an unsleeping threat to every government that founds itself upon anything else than the consent of the governed.'"

We were greatly shocked to hear of the death of Lord Tweedsmuir, Governor-General of Canada, better known to some of you as John Buchan, the writer. In a chapter of his Autobiography which he calls "My America", he says, "The American civilization has two main characteristics. The first is



that the ordinary man believes in himself and in his ability, along with his fellows, to govern his country. It is when a people loses its self-confidence that it surrenders its soul to a dictator or an oligarchy. In Mr. Walter Lippmann's tremendous metaphor, it welcomes manacles to prevent its hand shaking. The second is the belief, which is fundamental also in Christianity, of the worth of every human soul—the worth, not the equality. This is partly an honest emotion, and partly a reasoned principle—that something may be made out of anybody, and that there is something likeable about everybody if you look for it—or, in canonical words, that ultimately there is nothing common or unclean."

Most men appreciate the greatness of our country. I don't know anywhere in the world where this text could be better applied than to America. She is taking on slowly but surely the role of Saviour of the world. We can still worship God in our own way in our churches. We can still at this time of the year show charity in our hearts. We are still permitted to give to the poor and afflicted without government interference. It is your country and my country, and we must keep these things alive.

As I have lain these many months, I have seen the leaves fall off the trees on 26th Street where not even the cold and frost and snow can completely deplete the trees of all the leaves. An odd one here and there hangs on, and it will only fall off when the strong sap which flows in the spring time forces it out. In many parts of the world today the cold and indifference, Atheism, Communism, and many other isms have forced out some of the finest things of life, but even at their worst they haven't been able to quite demolish everything that is fine; and some day when the sap of democracy flows freely in the world, these other leaves of bitterness which are still hanging on will be forced out. I can see a new world coming, I can see our Lord again going into the Temple and opening the Book and reading those wonderful words, I can see a re-vitalized church, I can see a re-vitalized Christianity in the hearts of the people. As that great Canadian, to whom I have referred, ended his speech in Philadelphia, he said, "As a man, I bid you join with me in the exultation of a great Englishman who, knowing you for what you are, reverently thanked God that Liberty is still an Eagle whose Glory is gazing at the Sun".

And so, even though I am not permitted to leave the hospital, I can still visualize you sitting in your pews. Some there are who are not with us this Christmas time—great men who have left their impress on our parish, women who have given of their labor, who are now in Paradise. So to those of you who are missing your loved ones on this day, may I say that through God's Infinite goodness and mercy peace may come into your hearts. May this Christmas at least be a peaceful one and that you may carry out in your life the words of our Lord, "The Spirit of the Lord is upon me, because He hath

anointed me to preach the gospel to the poor, He hath sent me to heal the broken-hearted, to preach the gospel to the captives, and recovering of sight to the blind, to set at liberty them that are bruised."

May God bless you on this Eve of Christ's birth.

## Christmas

ANOTHER Christmas celebration has passed. The one held at the Old Timers Building, Rock Springs, on the early evening of December 23rd will always be dear to memory. The energetic committee seemed to outdo all previous efforts to make the event a pleasing one to the children and the laughter and applause of the latter attested its genuineness. Almost every child in the district was in attendance and each fared well in respect of receiving candy, nuts, fruit, apparel, etc. The parents were much in evidence also and they were thrilled to the same extent as the youngsters at the fine program offered.

Mine Superintendent Thomas Overy, Sr., made a few remarks and announced that he had several capable assistants in the person of "Tommy" Smith; as Master of Ceremonies, Morgan Roberts, Sr., as Santa Claus, etc., to whom he would look to keep things moving.

The following program was then carried out.

"God Bless America" .....	<i>Audience</i>
Violin Solo .....	<i>Master Jimmie Herd</i>
Dance—"Jingle Bells" .....	<i>Anna Lee Grillos</i>
Christmas Carol, "Silent Night" .....	
	<i>Girl Scout Group &amp; Audience</i>
Military Tap Dance .....	
	<i>Buddie Knoll and Lee Elliott</i>
Violin Solo .....	<i>Sylvia Roughly</i>
Toe Dance .....	<i>Myla Knoll</i>
"Adeste Fideles" .....	<i>Audience</i>
Buck Dance .....	<i>Billy Grillos</i>
Tap solo .....	<i>Buddie Knoll</i>
Musical selection—	<i>Leona Wilde, Albert Dor-</i>
	<i>igatti, Jay Robinson</i>
Finale—"Santa Claus is Coming to Town"	

*Upon entrance of Santa Claus*

In addition to the treats distributed to the children, the Community Club generously provided twenty baskets to needy families which contained sufficient provender for nearly a week.

"Tommy" Smith, with his talking dummies, "Tom and Jerry", kept the youngsters in roars of laughter, and "Morgan" captivated the kids upon his entry in his fur-trimmed suit, their loud calls for "Santa" resounding through the immense building for several minutes.

### HANNA

O. G. Sharrer, Mine Superintendent, acted as Master of Ceremonies at the Hanna Theatre, December 21st, at 7 P. M., the building well filled with children and their parents, who enjoyed the fine offerings listed below:



Invocation .....	Rev. H. M. Kellam
Carols of Welcome .....	Children of Grades 1-2-3
"The Three Wise Men" .....	French Carol
Christmas Medley .....	Instrumental Ensemble
Margaret Bamber	
Lenore Burford	Roy Lemoine
Charles Gilley	Marion Meredith
Winifred Jones	Betty M. Shaffer
Bernard Killian	Louis Smith
"The Doll Shop" (Pantomime) .....	
	Children of Grades 1-2-3
"Silent Night" .....	Children of Grades 7-8
"Old English" Carols .....	Children of Grades 6-7-8
Christmas Helpers (Drill) .....	
	Children of Grades 4-5

Christmas Song ... High School Girls Glee Club

S. L. Morgan, Sr., acted as Santa Claus and previous to the evening's entertainment he received many confidential messages from his wee friends containing suggestions of things needed, etc. Some 480 youngsters partook of the generosity of the Christmas committee, one pound of choice candy and a pound of mixed nuts being given to all.

#### SUPERIOR

Christmas activities varied somewhat at this point. On December 19th, the grade schools presented pleasing programs in their class rooms, while on the day following, a Christmas play was staged at the High School gymnasium. Afternoon of December 22nd the L.D.S. Sunday School had a brief entertainment while the Community Sunday School carried out its well-laid plans on Christmas Eve.

Toys that needed repairing, painting, etc., were collected by members of the American Legion and distributed where they would be the most effective.

Trees were decorated and illuminated in different portions of the town and furnished a seasonal atmosphere.

#### WINTON

Friday evening, December 20th, the Christmas play, "There Was One Who Gave A Lamb," was put on by the school pupils, this an annual event sponsored by the local Community Council, U.M.W.A. No. 3830, the Coal Company and the staff of teachers, S. D. No. 7. A dance followed the program, local musicians kindly donated their services.

Extra large sacks of "good things" were handed to the children, these being furnished by U.M.W.A. 3830, the Community Council and the monthly employees of the district.

Leroy McTee made a robust-looking Santa Claus.

#### RELIANCE

Christmas lasted for some period at Reliance, as there appeared to be "something doing all the time." On December 18th the Grade School pupils presented in the High School gymnasium at 7:30 P. M., a play "Thirty Minutes Santa Claus."

On December 20th, at 1:45 P. M., and 2:30 P. M., the 1st and 2nd grades and the pupils of the High School held their Christmas programs, made their exchange of gifts, etc.

On December 21st, at the Bungalow, a free dance was thoroughly enjoyed, refreshments being passed around before the conclusion of the affair.

On December 24th, in the gymnasium, the Union Sunday School staged two plays, after which Santa Claus distributed to each child a two-pound sack of candy, one pound of mixed nuts, an orange and a coin. Each married man was handed cigars, each married woman a box of candy; each single man cigars and candy. The cast of characters in the two plays is shown below:

#### "Who Gave The Christmas Party"

Miss Wilkins .....	Lilia Husak
Dan .....	Betty Husak
School Girls .....	Beverly Graham, Norene Welch Wanda Stewart
School Boys .....	Tom Graham, Grace Sisk Shirley Francis

#### "There Is A Santa Claus"

Ted .....	Ronald Husak
His Mother .....	Louise Grace Sisk
His Little Sister .....	Margie Compton
Sandman .....	Sharon Graham
Fairy .....	Mary Ann Kovach
Checker Board .....	Helen Bucho
Domino .....	Lois Welch
Candy .....	Carlynn Hensley
Wax Doll .....	Hanna Husak
Soldier .....	Dick McComas
Santa Claus .....	Beverly Graham

Both plays were under the direction of Mrs. Julius Reuter.

The Community Council at Reliance sponsored a contest for the best decorated home, for which generous cash prizes were awarded.

A community Christmas tree, decorated with colored bulbs and tinsel, stood in front of the Bungalow Hall, the Hall itself and the Store were similarly trimmed.

The committee having in charge the entire affair was composed of representatives of the Local U.M.W.A., the Community Council, and staff employees.

An enthusiastic politician was asked by his wife to lay aside politics long enough to dig up the potatoes in the garden.

He consented, and after digging for a few minutes went into the house and said he had found a coin. He washed it, and it proved to be a quarter. He put it in his pocket and went back to work.

Presently he went to the house again and said he had found another coin. He washed the dirt off it and this time it was a fifty-cent piece. He put it in his pocket.

"I have worked pretty hard," said he to his wife. "I think I'll take a nap."

When he awoke he was not surprised to find that his wife had dug up the rest of the potatoes—and that she had found no coins!

## Poems For January

FIFTY YEARS ago, the poem that follows was a favorite for recitation purposes. Today the Greek is facing a new invader, a so-called Christian foe no less vindictive than the Turkish enemy of 1822-3, when a new nationalistic patriotism culminated in the Greek war of Independence. Bozzaris distinguished himself in the defense of Missolonghi and in 1823, with only a handful of men, won a great victory over the Turks at Karpensi, but was killed during the battle. The author Fitz-Greene Halleck was born at Guilford, Connecticut, July 8, 1790, dying there on November 19, 1867:

### MARCOS BOZZARIS

At midnight, in his guarded tent,  
The Turk was dreaming of the hour  
When Greece, her knee in supplication bent,  
Should tremble at his power:  
In dreams, through camp and court, he bore  
The trophies of a conqueror;  
In dreams his song of triumph heard;  
Then wore his monarch's signet ring:  
Then pressed that monarch's throne—a king;  
As wild his thoughts, and gay of wing,  
As Eden's garden bird.

At midnight, in the forest shades,  
Bozzaris ranged his Suliote band,  
True as the steel of their tried blades,  
Heroes in heart and hand.  
There had the Persian's thousands stood,  
There had the glad earth drunk their blood  
On old Plataea's day;  
And now there breathed that haunted air  
The sons of sires who conquered there,  
With arm to strike, and soul to dare,  
As quick, as far as they.

An hour passed on—the Turk awoke;  
That bright dream was his last;  
He woke—to hear his sentries shriek,  
"To arms! they come! the Greek! the Greek!"  
He woke—to die midst flame, and smoke,  
And shout, and groan, and saber stroke,  
And death shots falling thick and fast  
As lightnings from the mountain cloud;  
And heard, with voice as trumpet loud,  
Bozzaris cheer his band:  
"Strike—till the last armed foe expires;  
Strike—for your altars and your fires;  
Strike—for the green graves of your sires;  
God—and your native land!"

They fought—like brave men, long and well;  
They piled that ground with Moslem slain,  
They conquered—but Bozzaris fell,  
Bleeding at every vein,  
His few surviving comrades saw

His smile when rang their proud hurrah,  
And the red field was won;  
Then saw in death his eyelids close  
Calmly, as to a night's repose,  
Like flowers at set of sun.

Come to the bridal chamber, Death!  
Come to the mother's, when she feels,  
For the first time, her first-born's breath;  
Come when the blessed seals  
That close the pestilence are broke,  
And crowded cities, wail its stroke;  
Come in consumption's ghastly form,  
The earthquake shock, the ocean storm;  
Come when the heart beats high and warm,  
With banquet song, and dance, and wine;  
And thou art terrible—the tear,  
The groan, the knell, the pall, the bier;  
And all we know, or dream, or fear  
Of agony, are thine.

But to the hero, when his sword  
Has won the battle for the free,  
Thy voice sounds like a prophet's word;  
And in its hollow tones are heard  
The thanks of millions yet to be.  
Come, when his task of fame is wrought—  
Come, with her laurel-leaf, blood-bought—  
Come in her crowning hour—and then  
Thy sunken eye's unearthly light  
To him is welcome as the sight  
Of sky and stars to prisoned men:  
Thy grasp is welcome as the hand  
Of brother in a foreign land;  
Thy summons welcome as the cry  
That told the Indian isles were nigh  
To the world-seeking Genoese,  
When the land-wind, from woods of palm,  
And orange groves, and fields of balm,  
Blew o'er the Hyatian seas.

Bozzaris! with the storied brave  
Greece nurtured in her glory's time,  
Rest thee—there is no prouder grave,  
Even in her own proud clime.  
She wore no funeral weeds for thee,  
Nor bade the dark hearse wave its plume,  
Like torn branch from death's leafless tree  
In sorrow's pomp and pageantry,

The heartless luxury of the tomb;  
But she remembers thee as one  
Long loved, and for a season gone;  
For thee her poet's lyre is wreathed,  
Her marble wrought, her music breathed;  
For thee she rings the birthday bells;  
Of thee her babes' first lisping tells;  
For thine her evening prayer is said

At palace couch and cottage bed;  
 Her soldier, closing with the foe,  
 Gives for thy sake a deadlier blow;  
 His plighted maiden, when she fears  
 For him, the joy of her young years,  
 Thinks of thy fate, and checks her tears:  
 And she, the mother of thy boys,  
 Though in her eye and faded cheek  
 Is read the grief she will not speak,  
 The memory of her buried joys,  
 And even she who gave thee birth,  
 Will, by their pilgrim-circled hearth  
 Talk of thy doom without a sigh:  
 For thou art Freedom's now, and Fame's;  
 One of the few, the immortal names,  
 That were not born to die.

Our second author was the Baroness (Carolina Oliphant) Nairne, a Scottish poetess, who was born in Perthshire, Scotland, July 16, 1766, dying there October 27, 1845. The Baroness was called "The Flower of Strathearn" from her great beauty, her poems written in the minor key so commonly used by the Celtic race in their verse and music. We present three selections from the work of this gifted woman.

#### THE LAND O' THE LEAL

I'm wearin' awa', John,  
 Like snaw-wreaths in thaw, John;  
 I'm wearin' awa'  
 To the land o' the leal.  
 There's nae sorrow there, John;  
 There's neither could nor care, John;  
 The day's aye fair  
 I' the land o' the leal.

Our bonny bairn's there, John;  
 She was baith gude and fair, John;  
 And oh! we grudged her sair  
 To the land o' the leal.  
 But sorrow's sel' wears past, John—  
 And joy's a-comin' fast, John—  
 The joy that's aye to last  
 In the land o' the leal.

Sae dear's that joy was bought, John,  
 Sae free the battle fought, John,  
 That sinfu' man e'er brought  
 To the land o' the leal.  
 Oh, dry your glistening ee, John!  
 My saul langs to be free, John!  
 And angels beckon me  
 To the land o' the leal.

Oh, haud ye leal and true, John!  
 Your day it's wearin' through, John;  
 And I'll welcome you  
 To the land o' the leal.  
 Now, fare-ye-weel, my ain John;

This world's cares are vain, John;  
 We'll meet, and we'll be fain,  
 In the land o' the leal.

#### CALLER HERRIN'

Wha'll buy my caller berrin'?  
 They're bonny fish and halesome farin';  
 Wha'll buy my caller herrin',  
 New drawn frae the Forth?

When ye were sleepin' on your pillows,  
 Dreamed ye aught o' our puir fellows,  
 Darkling as they faced the billows,  
 A' to fill the woven willows?  
 Wha'll buy my caller herrin'? etc.

Wha'll buy my caller herrin'?  
 They're no brought here without brave daring.  
 Buy my caller herrin',  
 Hauled through wind and rain.  
 Wha'll buy my caller herrin'? etc.

Wha'll buy my caller herrin'?  
 Oh, ye may ca' them vulgar farin',  
 Wives and mithers maist despairing  
 Ca' them lives o' men.  
 Wha'll buy my caller herrin'? etc.

When the creel o' herrin' passes,  
 Ladies, clad in silks and laces,  
 Gather in their braw pelisses,  
 Cast their heads and screw their faces,  
 Wha'll buy my caller herrin'? etc.

Caller herrin' 's no got lightly,  
 Ye can trip the spring fu' tightly,  
 Spite o' tauntin', flauntin', flingin',  
 Gow has set you a' a-singin'.  
 Wha'll buy my caller herrin'? etc.

Neebor wives, now tent my tellin':  
 When the bonny fish ye're sellin',  
 At ae word be in yer dealin';  
 Truth will stand when a' thing's failin'.  
 Wha'll buy my caller herrin'? etc.

#### THE HUNDRED PIPERS

Wi' a hundred pipers an' a', an' a',  
 Wi' a hundred pipers an' a', an' a'  
 We'll up an' gie them a blaw, a blaw,  
 Wi' a hundred pipers an' a', an' a',  
 Oh! it's owre the Border awa', awa',  
 It's owre the Border awa', awa',  
 We'll on and we'll march to Carlisle ha',  
 Wi' its yetts, its castell an' a', an' a'.

Oh! our sodger lads looked braw, looked braw,  
 Wi' their tartans, kilts, an' a', an' a',  
 Wi' their bonnets, an' feathers, an' glittering gear,  
 An' pibrochs sounding sweet and clear.



Will they a' return to their ain dear glen?  
Will they a' return, our Hieland men?  
Second-sighted Sandy looked fu' wae,  
And mothers grat when they marched away.

Wi' a hundred pipers, etc.

Oh wha is foremost o' a', o' a'?  
Oh wha does follow the blaw, the blaw?  
Bonnie Charlie, the king o' us a', hurra!  
Wi' his hundred pipers an' a', an' a'.  
His bonnet an' feather he's wavin' high,  
His prancin' steed maist seems to fly,  
The nor' wind plays wi' his curly hair,  
While the pipers blaw in an unco flare.

Wi' a hundred pipers, etc.

The Esk was swollen, sae red and sae deep,  
But shouter to shouter the brave lads keep;  
Twa thousand swam owre to fell English ground,  
An' danced themselves dry to the pibroch's sound.  
Dumfounder'd, the English saw—they saw—  
Dumfounder'd, they heard the blaw, the blaw;  
Dumfounder'd, they a' ran awa', awa',  
From the hundred pipers an' a', an' a'.

Wi' a hundred pipers an' a', an' a',  
Wi' a hundred pipers an' a', an' a',  
We'll up and gie them a blaw, a blaw,  
Wi' a hundred pipers an' a', an' a'.

## Obituary Notices

**D**R. JOHN H. GOODNOUGH, a member of the local Medical Clinic, who has been on sick leave for some time past, died in a Hollywood, California, hospital December 13th. The remains were brought back to this city accompanied by his widow and daughter. The funeral service was held from the Episcopal Church, Rev. E. L. Tull officiating, the afternoon of December 17th, with interment in Mountain View Cemetery.

Dr. Goodnough was stationed at Reliance for several years prior to locating in this city. He had served as City Health Officer, was President some time ago of the local Lions Club, and at the time of his passing was President of the Wyoming State Medical Association.

From the New York Times of December 8th comes the sad news of the passing of Marius R. Campbell at St. Petersburg, Florida, the day previously, Mr. Campbell in his eighty-second year. Many of the volumes in our coal library in the General Offices at Rock Springs bear his name, viz.: "Contributions to Economic Geology," etc.

Mr. Campbell was born in 1858 at Garden Grove, Iowa, the son of Alvah W. and Eliza Davis Campbell. He was educated in the grade schools of Iowa and then taught in country schools until entering

the Iowa State University in 1885, where he remained for one year. In 1886 he became a civil engineer engaged in railway construction and then entered the geological service of the United States Survey. He remained until his retirement several years ago.

He was a fellow of the Geological Society of America, the American Institute of Mining Engineers, the American Institute of Petroleum Geologists, and the Geological Society of Washington, D. C. He had written many reports for the survey on coal, general geology and physiography.

We have very vivid memories of Dr. Campbell, going back to the St. Louis World's Fair of 1904, thirty-six years ago, when the writer and Mr. Campbell spent nearly a month together securing carload samples of coal from mines in Kansas, Arkansas, Oklahoma and Alabama, for the conduct of steaming and gas-producer tests in the testing plant established by the United States Bureau of Mines at the St. Louis World's Fair.

We not only went into various mines together, taking samples of the coal measures, height of seam, partings, etc., but we together wrangled several coal operators into contributing several carloads of coal, the writer's particular duty that of persuading the management of the railroad to transport same free of charge, all of which was accomplished. Many, many papers gotten out by the United States Geological Survey bear the imprint of Dr. Campbell's name and his professional paper 100-A, "The Coal Fields of the United States," published many years ago, is still accepted as a paramount authority on coal classification.

We like to think back over our long acquaintance with Dr. Campbell, who, with only a restricted opportunity for formal education, became one of the world's great geologists, a courteous, kindly gentleman to whom the coal industry owes a great debt.

## Ye Old Timers

**T**HERE ISN'T MUCH to chronicle under this heading. We have only a few personal notes:

A. H. Doane and wife are spending the balance of the winter season at Long Beach, California, and expect to locate in Chicago in April or May.

Mr. and Mrs. Robert Muir are back at Long Beach after a visit in Arizona.

Two of our "Old Timers," Dave Bell and Joseph Dyett, have been confined to their homes of late through illness, and the many friends of both wish a speedy recovery.

John Randolph, Sr., is out each day and enjoying life.

Charley Shields, our big-game hunter, is still in the hospital, and, due to freezing his feet, has had to part with some portions thereof. Hope he will soon be out.

# Engineering Department

## Great Inventions

### RADIO TRANSMISSION\*

*Data Collected by C. E. Swann*

DOCTOR Jewett, Vice President of The American Telephone and Telegraph Company, remarked to a friend that, though his position required him to be familiar with every step of progress in communication and to understand fully the details of the apparatus used, nevertheless the present perfection of wireless telephony still seemed to him almost magical, unbelievable. For instance, someone might pick up an ordinary desk telephone in Sweden, get his wire connection to the coast, thence by ocean cable to England, and again by wire to the transatlantic radio station. There his voice is changed and committed to ethereal vibrations and amplified up and up until the soundless waves can carry it across the Atlantic. Again it is retransmitted and sent by land lines to the Pacific Coast. Wireless again takes it and flings it across to Hawaii. Another transformation is made, and the person called, seated at his desk with an ordinary telephone, not only understands the message, but recognizes his friend's voice in far-off Sweden, as if he were in the next room. From the description given, is it any wonder we ordinary mortals feel that radio is a form of magic?

This accomplishment is no fortunate discovery of one man. The boon came to the world little by little, as the genius, hard work, and financial sacrifices of many scientists, inventors, experimenters, and business men combined to accomplish the miracle.

New developments are occurring in radio so rapidly that it is impossible to predict what the future holds in store for us, and some of the important "peaks" that have been made in wireless progress are made here to show its gradual progress. The following data are taken from an official bulletin of the U. S. Department of Commerce:

In 1827, Savary found that a steel needle could be magnetized by the discharge from a Leyden jar. In 1837, the first patent for an electric telegraph was taken out by Cooke and Wheatstone (London) and by Morse (United States). In 1840, Henry first produced high-frequency electric oscillations. In 1867, Maxwell read a paper from the Royal Society in which he laid down the theory of electro-magnetism, which he developed more fully in 1873 in his electric waves that are now used in wireless telegraphy. In 1870 Von Bezold discovered that oscillations set up by a condenser discharge in a

\*From Encyclopedia Britannica and other sources.

conductor give rise to interference phenomena.

In 1879, Hughes discovered the phenomena on which depends the action of the coherer. In 1883, Fitzgerald suggested a method of producing electromagnetic waves in space by the discharge of a conductor. In 1887, Hertz showed that electromagnetic waves are in complete accordance with the waves of light and heat, and founded the theory upon which all modern radio signalling devices are based.

In 1896, Marconi lodged his application for the first British patent for wireless telegraphy. He conducted experiments in communicating over a distance of  $1\frac{3}{4}$  miles successfully. On December 6, 1897, signals were transmitted from shore to a ship at sea, 18 miles distant. On December 17, 1897, the first floating wireless station was completed. On June 3, 1898, the first paid radiogram was transmitted (from the Needles, Isle of Wight, station).

On March 30, 1903, the first transoceanic radiogram was published in The Times, London. In 1906, Dr. DeForest was granted a patent (January 18th) for a vacuum rectifier, commercially known as the audion. In the same year, Gen. H. C. N. Dunwoody discovered the rectifying properties of carborundum crystals, and Pickard discovered the similar properties of silicon crystals. These discoveries formed the basis of the widely used crystal detectors. In 1912, Frederick August Kolster, of the U. S. Bureau of Standards, invented and developed the Kolster decremeter, which is used to make direct measurements of wave length and logarithmic decrement. In 1912, the first practical trials with wireless apparatus on trains were made on a train belonging to the Delaware, Lackawanna and Western Railroad.

In October, 1914, E. H. Armstrong was issued a patent covering the regenerative circuit, also known as the feed-back and the self-heterodyne circuit. Later, during the participation of the United States Army in the last World War, Major Armstrong invented an approved highly selective circuit known as the superheterodyne, and it is this circuit which is almost universally used today in broadcast and communication radio reception.

On July 28, 1915, the American Telephone and Telegraph Company, working in conjunction with the Western Electric Company, succeeded in telephoning by wireless from Arlington, Virginia, to Hawaii, a distance of nearly 5,000 miles. On October 26, 1915, the wireless telephone experiments were continued, communication being effected across the Atlantic from Arlington to the Eiffel Tower, Paris.

In 1919, the successful trans-Atlantic flights of the American "NC4" and Alcock and Brown, and of the British dirigible "R34" focused attention upon the great value of radio for aviation purposes. On March 2, 1923, Louis Alton Hazeltine, of Stevens Institute of Technology, presented a paper before the Radio Club of America on tuned radio-frequency amplification with the neutralization of capacity coupling. Professor Hazeltine was granted a patent for the non-radiating neutrodyne receiver. In 1925, radiocompass (direction finding) came into greater use on board vessels. In 1926, directional or beam transmission developed to a point where it was considered practical for commercial usage. In 1927-28, Bell Laboratories' experiments effected successful transmission by wire and radio of television signals. In 1927-28 extension of radio-telegraphy to the principal countries of the world was accomplished and now the art of television has progressed until it is almost a practical commercial success.

The progress of radio in the last twenty years is so wide-ranging and technical that it is not possible to give a fair account of it without extensive use of the principles of mathematics and physics.

We commonly speak of messages "on the air." The air is indeed useful in wireless, but only as a convenient construction material, like iron or copper, for parts of the apparatus. Air is not the conveying medium for wireless, or radio, as it really is for ordinary speech. Radio messages travel like light by ethereal waves, and can travel quite as well in vacuum as in air. In fact, wireless waves are very much like light waves in their true nature. They differ only in wave length, or, if we prefer, in frequency, which is the reciprocal of wave length. All waves, both of radio and of light, travel approximately at 186,000 miles each second. A wave of green light is extremely short and the frequency or number of waves necessary to reach the speed of 186,000 miles per second is very large. Radio waves are immensely longer, those ordinarily used ranging from 1 meter to 1,500 meters, or approximately 3.3 feet to 4,921 feet in length.

Yet all these radio frequencies are too rapid to operate an ordinary telephone or loud speaker, and these waves must be broken up so that the ear of the listener can respond to them.

Since the early days of the thermionic valve, or tube, the design of radio receivers for telegraphy and telephony has undergone profound alteration. In particular, broadcasting has given an impetus to receiver design which has resulted in the creation of a new industry and the design of many and fanciful receivers to achieve certain purposes. The necessity for simplicity in the design and operation of broadcast receivers has compelled the designer to think hard and is responsible for numerous innovations by virtue of which receivers for modern radio telegraphy have also benefited. Progress in

radio has been very rapid, due largely to the enormous public interest in the subject, to keen competition, and to the ever-widening circle of radio enthusiasts, both amateur and professional.

Put broadly, radio reception means the reception of signals from a certain distant transmitter with a reasonable degree of loudness and a minimum of interference from other sources of radio transmission. To accomplish this, certain conditions must be recognized and complied with.

The sensitivity of a radio telephone receiver depends upon the aerial system and upon the amplification due to the tubes. An open aerial is much more sensitive than a frame or loop aerial, unless the open aerial is unusually small and situated indoors. However, in modern receiver design there is no difficulty in securing adequate signal strength when a frame aerial of but small dimensions is used. The loop is more selective, and it also permits, in certain cases, a greater immunity from interference, owing to its directional properties. There is a limit to the sensitivity of a receiver, and this is fixed by the promiscuous interference due to atmospheric, various radio transmitters, local noises due to street car lines, electric motors, and the like. Interference of this nature can be collectively classed as "noise." When, therefore, the "noise" is sufficiently loud to interfere with the reception of a distant station, the limit of sensitivity for that station has been reached, and no useful purpose is gained in increasing the amplification. This type of interference is especially bad in the vicinity of Rock Springs, due to the operation of many mechanical and electrical units which have more or less imperfect mechanical or electrical connections.

## A Full-Time Job

SUPPOSE, for example, that you're driving along at about 30 miles an hour right now. If you light a cigarette, turn your head to talk to a companion or to look for a street number for just one second—in that second your car goes a distance of 44 feet, or about three full car lengths.

In three car lengths many things can happen. A child may dart out from the curb after a ball, a boy on a bicycle may sweep across the path of your car . . . a car may stop suddenly in front of you—and if any of these things should happen, would you be able to stop? If you couldn't the result would be another traffic tragedy, another life lost or cruelly changed, and the responsibility would be entirely yours.

Driving is a full-time job. Keep your hands on the wheel, your eyes on the road, and your mind on your driving . . . sixty seconds of every minute. Accidents happen in the twinkling of an eye.

General Electric  
—Schenectady Works News



# Of Interest to Women

## Choice Recipes

### MINTED ROLLED SHOULDER OF LAMB.

Roll lamb shoulder

$\frac{3}{4}$  cup vinegar

$\frac{1}{4}$  cup water

6 whole cloves

12 allspice whole

3 tablespoons brown sugar

$\frac{1}{4}$  cup mint leaves, chopped finely

Salt and pepper

Ask the butcher to bone and roll the shoulder of lamb. Add spices and brown sugar to vinegar and water and heat to boiling. Add mint and pour over lamb and let stand for half an hour before cooking. Season with salt and pepper and place, flat side up, on a rack in an open roasting pan. Place in a moderately slow (325 degrees) oven and bake 40 to 45 minutes per pound. Baste occasionally with the spicy sauce. Thicken the pan drippings with flour and serve as sauce.

### WHOLE WHEAT GRIDDLE CAKES.

3 cups whole wheat flour

3 tps. baking powder

$\frac{1}{2}$  teaspoon salt

1 or 2 eggs

2 cups milk

2 tablespoons butter

Sift flour, measure and return to sifter. Add baking powder and salt. Beat egg or eggs in mixing bowl. Add milk, beating it in as added. Stir in melted butter. Sift in dry ingredients. Stir enough to moisten and mix well, but not until batter is smooth.

Bake in spoonfuls on a hot griddle, turning the cakes as one side appears bubbly but not dry. This makes fifteen or sixteen average sized cakes. For two people, halve recipe, using one egg.

### CORNMEAL GRIDDLE CAKES.

1 cup yellow cornmeal

1 cup hot water

1 cup white flour

1 tsp. baking powder

$\frac{1}{2}$  tsp. soda

1 tbsp. sugar

$\frac{1}{2}$  tsp. salt

1 or 2 eggs

1 cup sweet or sour milk

1 tbsp. butter

Scald cornmeal in hot water and let cool. Sift other dry ingredients together. Beat eggs, add milk and add to cornmeal alternately with dry in-

gredients; add melted butter last, stirring just enough to mix well, no more. Too much stirring makes the cakes tough.

### BUCKWHEAT CAKES.

2 cups scalded milk

$\frac{1}{2}$  cake yeast

$\frac{1}{2}$  tsp. salt

$\frac{1}{2}$  cup fine bread crumbs

$\frac{1}{2}$  cup water

$\frac{1}{2}$  tsp. salt

$\frac{3}{4}$  cup buckwheat flour

1 tbsp. molasses

Pour milk over bread crumbs and let stand thirty minutes. Add salt and yeast cake dissolved in lukewarm water. Stir in enough buckwheat flour to make a pour batter. Let stand overnight in a warm place. The next morning, add molasses and one-fourth teaspoon soda dissolved in one-fourth cup lukewarm water. Save out one-half cup batter to be used another morning. Bake remaining batter on a hot griddle.

### CHEESE ROAST.

One pound can kidney beans,  $\frac{1}{2}$  pound grated cheese, 1 cup bread crumbs, 1 tablespoon butter. Salt and pepper and add 1 finely chopped onion. Mix ingredients and bake for 35 minutes.

### GOLDEN SUN SALAD.

One cup grated carrots, 1 cup chopped apple, 1 cup crushed pineapple, 1 cup chopped celery, 1 cup raisins,  $\frac{1}{4}$  teaspoon salt. Lettuce and mayonnaise. Prepare and mix all together with mayonnaise. Serve on lettuce.

## Activities Of Women

FOR THE first time in its history, the Royal Air Force of England is permitting young women to take squadrons of training planes from a manufacturing plant to flying schools.

MRS. SARAH E. DUFFY of Jackson Heights, New York, is the first woman city marshal of Queens county. She is the widow of former City Marshal Duffy and has two children.

The average service of United Air Line stewardesses is about twenty months, according to a recent report. When a stewardess marries she must leave the service.

Women workers in the United States in 1890 numbered 4,500,532; 1900, 5,319,397; 1920, 8,549,511; 1930, 10,752,116. Last year women employed in various occupations or seeking employment totaled nearly 15,000,000.

MRS. EDITH GRAHAM MAYO, of Rochester, Minn., widow of Dr. Charles H. Mayo, famous surgeon, was chosen as "the American Mother for 1940," by the American Mothers Committee of the Golden Rule Foundation. She is the mother of eight, five of whom are living.

DR. MARY E. PENNINGTON, New York, has been awarded the Francis P. Garvin gold medal for distinguished service in chemistry. She is an authority on refrigeration of perishable foods.

MRS. EVA NYBLOM is the editor of *Idun*, the leading woman's magazine in Sweden. She has recently been in the United States.

MISS ANNE FREELING, formerly of Chelsea, Mass., now of Washington, D. C., is one of seventeen young women with law degrees serving as attorneys in the review division of the National Labor Relations Board. She and five others have appeared before the Congressional Committee investigating the board.

MRS. BESSIE Q. MOTT, retired president of the Soroptimist Club, recently founded the Executive Woman's Association to help women over thirty-five secure jobs. The organization works on the plan of the "Forty Plus Clubs" for men.

Women in France between the ages of 21 and 55 may enter the army shortly. The national defense ministry announced that women may sign up as auxiliary assistants in certain military branches, and possibly — eventually — in the army itself. Branches open to women include administrative staffs of the services, artillery, engineers' corps, the supply commissariat and the medical branch.

## Household Hints

UNLESS you have a very sure and steady hand, don't measure over the mixing bowl.

Honey mixed with chopped nuts makes a delightful filling for those caring for a sweet sandwich.

After-dinner coffee, which should be served extra strength, may be measured easily by using 3 heaping tablespoons of coffee to each pint of water.

Cover the bowl of leftover mashed potatoes with a thin coating of butter. It will prevent their hardening and enable you to utilize them just as you see fit.

If brown sugar becomes hard, place in air-tight container with a slice of fresh bread and seal. The sugar will soften, and may be kept indefinitely by renewing the bread when it becomes too dry.

Leftover ripe olives may be stored in their own liquor under the chilled temperature of the refrigerator. Do not cover the container, but allow preservation from the air to be accomplished by submerging the olives in their own juices.

Slip a cotton flannel bag over the broom head and you have a handy tool for sweeping down walls and ceilings or dusting hardwood floors. When soiled, simply soak in sudsy water and wash in the regular way. Cotton flannel bags are very handy and they last a long time.

To keep left-over pieces of pastry flaky lay the small pieces of left-over pastry carefully on top of each other, keeping them right side up. Then, using a rolling pin, pat and roll gently, and use as desired.

To keep pastry canvas from slipping sprinkle a small quantity of water on the table top and cover with the pastry canvas. The water holds the canvas taut.

You make codfish in cream, of course. Everybody does. Don't forget to beat in an egg at the last minute. Don't forget baked potatoes either.

Equal parts of tomato soup and hot clam broth get you a soup with a difference.

When crocheting a rag rug and you have finally reached the last row, be sure this last row of rags is made like a tubing, with all the edges turned in. Then as the rug gets older there will not be those unsightly ravelings all around the edge. Besides, the outside row gets harder wear and the double edge will give it more durability.

When trying a stain remover on a garment, try it first on an underneath section of the garment where it will not show. Then if the color is affected by the stain remover there will be no harm done to the frock itself.

Strips of adhesive tape are splendid to mend worn books and old music, as it practically rebinds any section that is torn.

One housewife has two angle irons screwed on the back of her washboard to hold it in place on the top of the tub and prevent its slipping down into the suds with a mighty splash such as we have all experienced. It is only a matter of ten minutes — get hubby on the job.

Many women use old stockings for dusting purposes, and what woman at housecleaning time does not rejoice in a discarded suit of hubby's undies for her paint cleaning and furniture polishing? A drawer or bag should be in every household to hold these treasured soft cloths.

## The Pantry Shelf

### DELIGHTFUL LIVINGROOM

A delightful livingroom has walls painted a cool shade of turquoise—which, incidentally, is one of the leading colors for the coming season. The ceiling and trim are done in oyster white, the floor is oak, stained brown, then waxed and decorated with hooked rugs. Turquoise upholstery of a deeper shade than the walls covers the wing chair and a printed mohair fabric clothes the sofa. Furniture is eighteenth century mahogany.

### ROMAN STRIPE KITCHEN

An unusual motif, giving a crisp note to a small kitchen, is sounded by the gayest of Roman stripes. On either side of the window with its Venetian blinds painted white like the woodwork, hang finely cross-striped draperies of bright hues. A set-in border of five stripes—Chinese red, white, blue, yellow and green—divides the green marbled linoleum center from its black border. The window chairs and drop-leaf table are enameled with white and a narrow border of Chinese red runs the length of the table leaves. The walls and woodwork are painted a gleaming white and the breakfast seat has green cushions.

### YOUR FOOD DOLLAR

Here are six easy ways to make your food dollar buy more in nourishing, balanced meals. Tack them on your kitchen wall and read them often if you want to be a better consumer. They come from Consumers' Guide, publication of the Consumers' Counsel Division, United States Department of Agriculture.

"1. Plan before you market—Check supplies and left-overs. Make out a list of the foods you will want to buy for the coming week.

"2. Shop around to compare prices—Watch the papers for specials. Do as much of your week's shopping at one time as you can so as to save effort and get the benefit of savings from quantity purchases.

"3. Watch the scales—First look for the seal that shows the scale has been inspected and approved by your weights and measures officials. Be sure the needle is at rest before the food is placed on the scale and that it comes to rest before the food is removed. See that no hand rests on the scale while food is being weighed.

"4. Take home the trimmings—Scraps of meat and fat trimmed off your meat order can be used in different ways. Beet tops are a valuable food;

celery tops add flavor to soups. Outer leaves of cabbage and cauliflower contain valuable vitamins. Use them for soup if they are too tough for serving as green vegetables.

"5. Learn how to substitute low-cost for high-cost foods—Many have the same food values. For instance, the lean meat in any cut, grade, or kind of meat has practically the same food values. 'Meat Dishes at Low Cost' tells you how to prepare them. Copies cost 5 cents each from the Superintendent of Documents, Washington, D. C.

"6. Use left-overs—Don't throw them away. Here's where ingenuity has a chance to shine. Delicious soups can be made by combining scraps or left-overs. A sauce can transform others. Meat can be ground up and combined with bits of vegetables for a stew. Water in which vegetables have been cooked should be added to soups."

### RE-ARRANGING DRAPES

Silk cording, tassels and moss fringe are used for some of the smartest new draperies. These are used often to repeat a dominant hue in the color scheme of the room, or to pick up a color in the pattern of the drape fabric.

Since cording, tassels and fringe are all obtainable by the yard, it is easy to give new interest to a pair of drapes at small outlay, and the improvement will astonish and delight you.

For the kitchen and bathroom there are sophisticated-looking cellophane curtains as well as curtains in oiled silk, available in every possible color. Curtains in delft blue or geranium red will point up the kitchen, and that bright spot of color has strong psychological effect. Work goes quickly in a cheerful kitchen, and those sparkling transparent or oil silk curtains spread quick and easy gaiety. These curtains are inexpensive. They cost so little! For the bathroom there are inexpensive sets for shower and window curtains. Key them to towel or rug colors.

For the bedroom there are handsome new full-length curtains with deep ruffled edges, as well as the shorter ruffled Priscilla curtains.

For a pretty note, try criss-crossing curtains in two colors of voile or ninon, say a delicate pink and lavender, or pale green and pale peach or blue and coral, an effective added color idea to beautify an uninteresting window.

### SELECTION OF WALL PAPER

No one can give general rules to solve all wall-paper problems, but major points may be made by definite illustrations. For example: What to use in the hall? If dark, a light paper preferably with yellow in it. If narrow, a pattern with full open movement or a landscape with vistas, or a scenic paper both interesting and decorative will create the feeling of spaciousness. If low, a striped paper or one with a stem design reaching up.

The first consideration in selecting a paper for a



living-room is the character of the room itself. The furniture is either period, part period, or else it is a more or less miscellaneous collection. If the room is strictly period, the problem is simple since there are many reproductions of old papers that fit the character of the other furnishings. If part period, the problem is as the one cited above.

But the room with a miscellaneous collection must be played up to. Choose a paper to soften and counteract the effect—say, an all-over design or one in a pictorial scenic. If the contour of the furniture is bad, disguise it with a wall paper fairly dark in tone, in blended effects where the movement is loose, but the pattern reflects the same colors that are in the upholstery.

If the room has plain fabrics on overstuffed pieces, and a plain rug, pattern on the wall is a necessity. Even the gaiety of curtains and pictures could not bring it to life, for they would simply stand out unsupported by a single color or line in the rest of the room.

Wallpapers of striking patterns may be used to advantage in entrance halls, guest rooms and dining rooms, which are less permanently occupied than other portions of the house.

FOR SCRUBBING FLOORS, a job that isn't much fun no matter who does it, there is a new gadget that ought to turn the chore into positive sport. It is a metal kneeling pan on wheels. Having done the section of the floor within reach, the kitchen slavey gives herself a push on this sort of cart and away she shoots to the next section without having to get up and shift all her paraphernalia. Some people could have a lot of fun with this. The kneeling pan is big enough to hold a sponge rubber pad, which is sold separately, for additional comfort. This is something for women who pride themselves on the working conditions in their kitchens.

A PRESSURE COOKER heated by electricity works just like the old steam jobs and is another contribution toward speed and efficiency in the home. It is a fairly heavy aluminum pot with the usual vents in the top. You could cook a whole meal for four—meat and two vegetables—in the larger-sized one. The beauty of the electric model is supposed to be that it works fast and is a cooler process. Naturally, not having a flame under it, less heat escapes into the kitchen.

PAINT SMELLS are enough to drive anybody to extremes, and plenty of people take refuge in hotels while the painters are in the house. There is a new product, called paint deodorant, that is supposed to take that stomach-turning sniff right out of the paint. Two teaspoonsful to a quart of paint, and in proportion for larger quantities, is the recipe. It is supposed to work on enamels, stains, varnishes and lacquers. The liquid comes in one-ounce and three-ounce bottles and is not expensive. People

who are doing over their kitchen furniture, for instance, might find that working with nonsmelling paint speeds up the job and makes getting dinner that evening a possibility. The liquid, manufacturers say, is guaranteed harmless to the paint. It is also supposed to keep freshly painted rooms smell-less while the paint is drying.

When pouring a cake mixture into pans let it cover corners and sides leaving a slight depression in the center. If this is done, when cake is baked it will be perfectly flat on top. Cake pans should be filled nearly two-thirds if cake is expected to rise to top of pan.

Foods for frying should be dried thoroughly and warmed slightly, as food which is either cold or wet, chills the fat, thereby causing the grease to soak into the food.

Home owners faced with the problem of making old houses look younger may try coloring them with "youthful" colors. This can be done with almost any type of construction. Side walls of wood, brick or stucco may be painted with paints specially prepared for each surface. Roofs may be covered with one of several different types of factory-colored shingles, and color accents may be provided in window blinds and front doors. A popular new exterior combination consists of light salmon-colored walls, emerald-green roof and a flame colored front door.

A stain on an enameled tub caused by dripping water may be removed by applying a paste of powdered chalk and water.

Rust can be removed from nickel objects by greasing, allowing them to stand a few minutes, then polishing with a cloth moistened with ammonia.

Make a hot lemon sauce for stale cake and serve it as cottage pudding. Cut away all the frosting, put a slice of cake on each plate and pour the hot sauce over it.

Rugs can be kept bright and new looking by wiping them once a month with a cloth that is dampened with ammonia water. Two tablespoons of ammonia to one gallon of water is sufficient.

To unmold cornstarch pudding easily add a tablespoon of butter to the mixture just before it is removed from the stove. Be sure, too, to rinse the molds with cold water just before you fill them.

Clothes iron much more easily if they are hung up carefully, pinned securely with plenty of clothes pins, and shaken occasionally to remove wrinkles. Never let woolen garments freeze. Dry them in the house in very cold weather.

To remove the shell of an egg quickly after it has boiled the required time, place it in a basin of cold water for two seconds and shell will come off without difficulty.

# Our Young Women

## Style Melange

**I**F YOU like the exotic in millinery, you will enjoy one of those untrimmed velvet skull-caps. Untrimmed in front, it has enormous roses outlining the border of the hat and almost covering the nape of the neck.

First favorite with women everywhere is the pump shoe. One of the best models of the season is of bronze alligator lizard, the beautifully marked leather used for the front quarter and for the heel. Rest of the shoe is of matching bronze brown suede.

Round and round the skating pond glide happy youngsters wearing smart skating outfits. One youthful charmer wears a skating skirt of black velveteen with a red crepe lining, and a sweater and cap of oyster white wool embroidered with big red wool berries.

The dinner hour finds women wearing gracefully draped frocks made with high, round neckline and long, slim sleeves. This silhouette is used for a handsome model in pearl gray silk jersey made with back fullness shirred into a low panel. Dark crimson velvet roses thrust thru the front panel sash.

Just about now one begins to tire of dark hats. Which is why the shops are showing and selling turbans of white silk or wool jersey. For afternoon these turbans are trimmed with brilliant clips or gold ornaments. One white wool turban has a big ornament in black and red patent.

Dress up your suit with a new blouse. Rose petal satin makes a smart blouse with a low square yoke outlined by rows of tiny scallops edged with tiny tucks. Same treatment for bow at high neck and short sleeves.

Down the aisle at the theater there is a procession of wool evening wraps. A lovely full-length cape is of white woolen with gold braid forming a scroll decoration down either side and making a small standup collar.

Going big for southern wear is the classic tailor-made suit done in cream-colored fine, light Shetland tweed, worn with a black jersey shirt.

The big outdoors is bright with women in brilliant plaided woolens. A grand top coat is done in soft tweed in bold plaid and cross-bar design. The

colors include brown, pink, mauve, taupe, gray and sulphur yellow. Collarless neck line has attached scarf ends. Coat is loose and boxy with brown leather buttons.

Playtime on southern beaches is going to be pretty colorful, judging by the southern fashions. A swell playsuit is in bright red, black and yellow-striped cotton, a jerkin and dirndl skirt worn over a bra and shorts swim suit.

## The Waistline

**I**F YOU have a trim waistline, treasure it and keep it; if you haven't, then go get it. One way to slenderize the midsection is to place your chest upon your knee. Does that idea make you laugh? Tut-tut, my child, it can be done, and one doesn't have to be an acrobat, either.

Stand erect, arms out at the side. Take a long step forward with the right foot. Keep the left leg rigid, bend the right knee, place your chest upon it. Back to first position and repeat. Keep the arms out on a line with the shoulders; that pose is for balance. You may take a tumble at first, but what's a bump in the glorious cause of pulchritude?

If the waist measurement exceeds the normal, then cut down on fats, sweets and starches which are your arch enemies if you don't expend enough energy to burn them up, they pack themselves away in the form of adipose tissue. You'll need some of these elements for well being, but very little. Close your eyes when the cup cakes are passed. Never look a candy store in the face. Be sparing when spreading butter on your bread.

Drink buttermilk and unsweetened lemonade, eat lettuce, broiled meats, tomatoes, cottage cheese. Plenty of good groceries can be found that won't add an ounce. And keep right on with your exercises.

The longer the period between permanents the better wave you will get. The treatment tightens the shafts so they form coils. As time goes on the shafts relax; the more relaxed they are the stronger the new wave will be.

For a fortnight before the hardboiled frizz use oil freely on the hair and scalp. Olive or mineral oil will do; brilliantine is a desirable application, washes out easily. Reconditioning of this kind is well worth while.

Seek a reliable, experienced operator when getting a permanent. Hurried work is bound to be unsatisfactory.

Eight out of every ten women, experts attending the New York State Hairdressers and Cosmetologists association's convention in New York estimated, visit beauty salons regularly. The American woman's pursuit of beauty they added, costs 390 million dollars annually. The average woman in the United States has a permanent every four months, while her hands are manicured weekly, it was computed.

## Laundering Your Nylon Stockings

**N**YLON, the sensational hosiery, made of coal, air and water, should be washed and rinsed in water no hotter than 100 degrees Fahrenheit, or lukewarm, this advice being tendered by the American Institute of Laundering.

Dunk your nylons in rich suds of neutral soap. Whisk them about for two minutes. Don't scrub. Dirt is washed *off*, not *out*, which makes it easier! Squeeze out the excess suds and water. Do not wring.

At least five complete changes of lukewarm water are recommended for rinsing.

Without removing any of the last rinse water, drop the nylon stockings onto a bath towel and roll up for a minute to absorb excess moisture. If the stockings are exposed to normal room temperature, they will dry completely in 15 minutes.

The Institute also reports favorably on lack of shrinkage in laundering of nylon hose and on color fastness.

## Those Nylon Hose

**I**N OUR DECEMBER issue was printed the verse of Margaret Fishback on Nylon, which has drawn forth the annexed reply from Janet Delmonte, Glendale, California:

Said daughter to her stingy Dad,  
 "Now you look here, you old tightwad,  
 With water, air, and coal to burn,  
 There's *still* so much I have to learn,  
 'Twould be a crime to waste my time  
 On things that DuPont's do so fine.  
 So I will buy my nylon hose,  
 And then you watch me catch the beaus."

DuPont adds a note that their firm produces nylon yarn; hosiery manufacturers knit the stockings.

The president called his office manager in and thrust a letter under his nose.

"Look at that! I thought I told you to engage a new stenographer on the basis of her grammar!"

The office manager looked startled. "Grammar? I thought you said glamour!"

## Girl Scouts

**N**O. 4 TROOP, Girl Scouts, held their annual Christmas party at the No. 4 Community Hall the evening of December 16th. Gifts were exchanged and amateur stunts were performed by all present (a la Major Bowes) the entire show being under the supervision of Frances Wood. Refreshments were served and a real pleasant evening was the verdict passed by all.

**THE PALSY.**—Sambo had seen a ghost and as he related his experience his knees sagged.

"Yas, sah," the Negro said, "Ah'd jes' come out of the cowshed with a pail o' milk in mah hand. Den Ah hears a noise and de ghost rushes out."

"And were you scared?" asked one of his listeners. "Did you shake with fright?"

"Ah don't know what Ah shook with," replied Sambo. "Ah can't say Ah shook at all; but when Ah got in de house dere warn't no milk in de pail—only two pounds ob butter!"

## WAITING FOR A BUS

Jones was waiting for a bus when a stranger approached and asked him the time. Jones ignored him. The stranger repeated the request. Jones continued to ignore him. When the stranger finally walked away, another waiting passenger said curiously:

"That was a perfectly reasonable question. Why didn't you tell him what time it was?"

"Why?" said Jones. "Listen, I'm standing here minding my own business and this guy wants to know what time it is. So maybe I tell him what time it is. Then what? We get to talking, and this guy says, 'How about a drink?' So we have a drink. Then we have some more drinks. So after a while I say 'How about coming up to my house for a bite to eat?' So we go up to my house, and we're eating ham and cheese in the kitchen when my daughter comes in, and my daughter's a very good-looking girl. So she falls for this guy and he falls for her. Then they get married, and any guy that can't afford a watch I don't want him in my family."

—From a late story by Herbert Asbury.

## COUNCIL ADJOURNED

In one of the towns of the Pacific Coast a distinct earthquake shock was felt recently and when the municipal building rocked perceptibly the city fathers, then in session, left without bothering about the usual formalities.

The clerk, a man of rules and regulations, was hard put to give his minutes the proper official tone. Finally he evolved this master-piece:

"On motion of the city hall, the council adjourned."



# Our Little Folks

## A Night Ride In A Prairie Schooner

By Hamlin Garland  
(From "Boy Life on the Prairie.")

ONE AFTERNOON in the autumn of 1868 Duncan Stewart, leading his little fleet of prairie schooners, entered upon the big prairie of northern Iowa, and pushed resolutely on into the west. His four-horse canvas-covered wagon was followed by two other lighter vehicles, one of which was driven by his wife, and the other by a hired freighter. At the rear of all the wagons, and urging forward a dozen or sixteen cattle, trotted a gaunt youth and a small boy.

The boy had tears upon his face, and was limping with a stone bruise. He could hardly look over the wild oats, which tossed their gleaming bayonets in the wind, and when he dashed out into the blue joint and wild sunflowers to bring the cattle into the road he could be traced only by the ripple he made, like a trout in a pool.

He was a small edition of his father. He wore the same color and check in his hickory shirt, and his long pantaloons of blue denim had suspenders precisely like those of the men. Indeed, he considered himself a man, notwithstanding the tear-stains on his brown cheeks.

It seemed a long time since leaving his native Wisconsin coulee behind, with only a momentary sadness, but now it seemed his father must be leading them all to the edge of the world, and Lincoln Stewart was very sad and weary.

"Company, halt!" called the Captain.

One by one the teams stopped, and the cattle began to feed (they were always ready to eat), and Mr. Stewart, coming back where his wife sat, said cheerily:

"Well, Kate, here's the big prairie I told you of, and beyond that blue line of timber you see is Sun Prairie, and home."

Mrs. Stewart did not smile. She was too weary, and the wailing of little Mary in her arms was dispiriting.

"Come here, Lincoln," said Mr. Stewart. "Here we are, out of sight of the works of man. Not a house in sight—climb up here and see."

Lincoln rustled along through the tall grass, and, clambering up the wagon wheel, stood silently beside his mother. Tired as he was, the scene made an indelible impression on him. It was as though he had suddenly been transported into another world, a world where time did not exist; where snow never

fell, and the grass waved forever under a cloudless sky. A great awe fell upon him as he looked, and he could not utter a word.

At last Mr. Stewart cheerily called: "Attention, battalion! We must reach Sun Prairie tonight. Forward, march!"

Again the little wagon train took up its slow way through the tall ranks of the wild oats and the drooping, flaming sunflowers.

Slowly the sun sank. The crickets began to cry, the nighthawks whizzed and boomed, and long before the prairie was crossed the night had come.

Being too tired to foot it any longer behind the cracking heels of the cows, Lincoln climbed into the wagon beside his little brother, who was already asleep, and, resting his head against his mother's knee, lay for a long time, listening to the chuck-chuckle of the wheels, watching the light go out of the sky, and counting the stars as they appeared.

At last they entered the wood, which seemed a very threatening place indeed, and his alert ears caught every sound—the hoot of owls, the quavering cry of coons, the twitter of night birds. But at last his weariness overcame him, and he dozed off, hearing the clank of the whippetrees, the creak of the horses' harness, the vibrant voice of his father, and the occasional cry of the hired hand, urging the cattle forward through the dark.

He was roused once by the ripple of a stream, wherein the horses thrust their hot nozzles, he heard the grind of wheels on the pebbly bottom, and the wild shouts of the resolute men as they scrambled up the opposite bank, to thread once more the dark aisles of the forest. Here the road was smoother, and to the soft rumble of the wheels the boy slept.

At last, deep in the night, so it seemed to Lincoln, his father shouted: "Wake up, everybody. We're almost home." Then, facing the darkness, he cried, in western fashion, "Hello! the house!"

Dazed and stupid, Lincoln stepped down the wheel to the ground, his legs numb with sleep. Owen followed, querulous as a sick puppy, and together they stood in the darkness, waiting further command.

From a small frame house, near by, a man with a lantern appeared.

"Hello!" he said, yawning with sleep. "Is that you, Stewart? I'd jest about give you up."

While the men unhitched the teams, Stewart helped his wife and children to the house, where Mrs. Hutchinson, a tall, thin woman, with a pleasant smile, made them welcome. She helped Mrs.

Stewart remove her things, and then set out some bread and milk for the boys, which they ate in silence, their heavy eyelids drooping.

When Mr. Stewart came in, he said: "Now, Lincoln, you and Will are to sleep in the other shack. Run right along, before you go to sleep. Owen will stay here."

Without in the least knowing the why or wherefore, Lincoln set forth beside the hired man, out into the unknown. They walked rapidly for a long time, and, as his blood began to stir again, Lincoln awoke to the wonder and mystery of the hour. The strange grasses under his feet, the unknown stars over his head, the dim objects on the horizon, were all the fashioning of a mind in the world of dreams.

At last they came to a small cabin on the banks of a deep ravine. Opening the door, the men lit a candle, and spread their burden of blankets on the floor. Lincoln crept between them like a sleepy puppy, and in a few minutes this unknown actual world merged itself in the mystery of dreams.

When he woke, the sun was shining, hot and red, through the open windows, and the men were smoking their pipes by the rough fence before the door. Lincoln hurried out to see what kind of a world this was to which his night's journey had hurried him. It was, for the most part, a level land, covered with short grass intermixed with tall weeds, and with many purple and yellow flowers. A little way off, to the left, stood a small house, and about as far to the right was another, before which stood the wagons belonging to his father. Directly in front was a wide expanse of rolling prairie, cut by a deep ravine, while to the north, beyond the small farm which was fenced, a still wider region rolled away into unexplored and marvelous distance. Altogether it was a land to exalt a boy who had lived all his life in a thickly settled Wisconsin coulee, where the horizon line was high and small of circuit.

In less than two hours the wagons were unloaded, the stove was set up in the kitchen, the family clock was ticking on its shelf, and the bureau set against the wall. It was amazing to see how these familiar things and his mother's bustling presence changed the looks of the cabin. Little Mary was quite happy crawling about the floor, and Owen, who had explored the barn and found a lizard to play with, was entirely at home. Lincoln had climbed to the roof of the house, and was still trying to comprehend this mighty stretch of grasses. Sitting astride the roof board, he gazed away into the northwest, where no house broke the horizon line, wondering what lay beyond that high ridge.

While seated thus, he heard a distant roar and trample, and saw a cloud of dust rising along the fence which bounded the farm to the west. It was like the rush of a whirlwind, and before he could call to his father, out on the smooth sod to the south burst a platoon of wild horses, led by a beau-

tiful roan mare. The boy's heart leaped with excitement as the shaggy colts swept round to the east, racing like wolves at play. Their long tails and abundant manes streamed in the wind like banners, and their imperious bugling voiced their contempt for man.

Lincoln clapped his hands with joy, and all of the family ran to the fence to enjoy the sight. A boy, splendidly mounted on a fleet roan, the mate of the leader, was riding at a slashing pace, with intent to turn the troop to the south. He was a superb rider, and the little Morgan strove gallantly without need of whip or spur. He laid out like a hare. He seemed to float like a hawk, skimming the weeds, and his rider sat him like one born to the saddle, erect and supple, and of little hindrance to the beast.

On swept the herd, circling to the left, heading for the wild lands to the east. Gallantly strove the roan with his resolute rider, disdaining to be beaten by his own mate, his breath roaring like a furnace, his nostrils blown like trumpets, his hoofs pounding the resounding sod.

All in vain; even with the inside track he was no match for his wild, free mate. The herd drew ahead, and, plunging through a short lane, vanished over a big swell to the east, and their drumming rush died rapidly away into silence.

This was a glorious introduction to the life of the prairies, and Lincoln's heart filled with boundless joy and longing to know it—all of it, east, west, north, and south. He had no further wish to return to his coulee home. The horseman had become his ideal, the prairie his domain.

#### YOUR GUESS

Why is it always so windy and cold on the football bleachers? *Because so many fans are all going at once.*

What great men do you think of when you put on the coal? *Phillip the Great.*

What is the difference between the earth and the sea? *One is dirty, the other tidy.*

What is that which everyone wishes and yet gets rid of as soon as he gets it? *Appetite.*

Why are the tallest people the laziest? *Because they are always longer in bed.*

What should be used to keep a secret with? *Silence.*

What chief is famous in America as well as other countries? *Handkerchief.*

#### SMITTY'S ACCIDENT

Suddenly Smitty broke into a hearty laugh, much to the distraction of the teacher. "Smitty," said Miss Adams, "you shouldn't laugh out loud in the classroom."

"I didn't mean to," Smitty apologized; "I was smiling and all of a sudden it busted on me."

## Folks, I Give You Science!

*Scientist discovers new chemical curiosity called Dry Water.*

—*News Item.*

Now Science is a dandy thing—explaining, as it can,

The ultra-ray, the Milky Way, and prehistoric man;  
Supplying dope on dopes, as well as dope on protoplasm;

And helping rid a dog of fleas, when-as-and-if he has 'em.

Yes, Science is a dandy thing; it simplifies invention;

Advances understanding of a nty-nth dimension;  
Concocts a law of gravity that governs bird and beast;

Says which is north and south and west—and, therefore, which is east.

Again, it wields a magic wand in diagnosing ills,  
In easing varied aches and pains with ointments, salves and pills;

It tells us how electric current lights a little lamp,  
And what the watt is all about, and what the ohm, and amp.

Yes, Science is a dandy thing: and now it lets us know

That Wet is not the only kind there is of H<sup>2</sup>O;  
And so, with water on our minds (a sort of arid brain-juice),

Let's drink a toast to Science here—in good old-fashioned rain-juice!

—Al Graham.

(From "The New York Times.")

A wildcat oil operator who was always talking in terms of thousands of dollars, was greeted one evening by his eleven-year-old son, who announced:

"Well, Dad, I've sold our dog."

"Yes, for how much?"

"Ten thousand dollars."

"Ten thousand dollars! Let's see the money!"

"I didn't get the money, Dad," replied the son,  
"I got two five-thousand dollar cats for it."

—Rig and Reel.

### FOOD FOR THOUGHT

Small Boy: "What is college bred, daddy?"

Daddy (with a son in college): "They make college bread, my boy, from the flower of youth and the dough of old age."

Teacher (warning her pupils against catching cold): "I had a little brother 7 years old, and one day he took his new sled out in the snow. He caught pneumonia and three days later he died."

Silence for ten seconds. Then a voice from the rear—"Where's his sled?"

### THE EGG PUZZLE

Lots of people in this world, when confronted with a problem say, "It can't be done!" Then there are some people who just go ahead and do it. Now, there was a farmer who had three sons. One day he said to them:

"Boys, I want you to go to market and sell these eggs. John, I give you 10 eggs. Fred, I give you 30 eggs. Will, I give you 50 eggs. You three boys must sell these eggs at the same rates and each of you must bring back exactly the same amount of money."

How in the world could they do this? Here's how: John sold 7 eggs at 7 cents each and 3 at  $\frac{1}{3}$  cent each, and brought back his 50 cents. Fred sold 6 eggs at 7 cents each and 24 at  $\frac{1}{3}$  cent each, and he had his 50 cents. Will sold 5 eggs at 7 cents each and 45 at  $\frac{1}{3}$  cent each, and he too pocketed 50 cents. Easy, wasn't it?

Friend: "Driving a new car, eh? Business must be good."

Insurance Agent: "Well, you see, it's this way: I tried to sell an insurance policy to an automobile salesman."

First Fisherman: "Why are you changing your position, Jack?"

Second Fisherman: (on the move) "I couldn't stand the uncertainty up there by Johnson; he's got the hiccups, and it made his float look as though he had a bite all the time."

Musicians—We've been practicing this tune for a whole week now. What do you think we ought to practice next?

Orchestra Leader—Self defense!

## News About All of Us

### Rock Springs

Robert Julius has returned from a visit with friends in Salt Lake City, Utah.

Anton Oblock has been confined to his home for the past three weeks with illness.

Joseph Kudar and family, of Jackson, are visiting here with Mr. Kudar's parents, Mr. and Mrs. John Kudar, Sr.

Mrs. Thomas Smith entertained the members of the North Side Guild of the Episcopal Church at her home on Rhode Island Avenue.

Mrs. F. A. Wilhelm is in Salt Lake City, Utah, where she recently underwent a major operation.

Mr. and Mrs. Jim James have moved into the house recently vacated by J. E. Jones on Eleventh Street.

Mr. and Mrs. James Pryde have returned from Rochester, Minnesota, where Mr. Pryde received medical attention.

Joseph Dyett, Sr., is seriously ill at his home on Rennie Street.

Mr. and Mrs. Leonard Forshaw and small daughter, Diana, have returned from Salt Lake City, Utah.

Mr. and Mrs. Fred Menghini have moved into the house recently vacated by Mike Balen on Eleventh Street.

Aaron Deneley, Sr., and John Retford attended a meeting



of the Canadian Legion in Salt Lake City, Utah.

Albert Wilhelm has returned here from Montana and has taken a job in No. 8 Mine.

Bert Madden has gone to Utah, where he will locate.

Wayne Casto, of Salt Lake City, Utah, visited here with his uncle and aunt, Mr. and Mrs. Ben Butler.

Howard Moffitt, of Green River, visited here with his father, C. E. Moffitt.

John Coffey has been confined to his home with illness the past two weeks.

Mr. and Mrs. William Moon, Sr., visited at the home of Mr. and Mrs. Harry Crofts.

Mr. and Mrs. Charles Travis visited relatives in Green River.

## Reliance

Mrs. Bud Korogi, of West Reliance, submitted to an operation during the month at the Wyoming General Hospital in Rock Springs.

Mr. and Mrs. O. C. Rogers and daughter, Beverly Ann, of Laramie, spent the Thanksgiving holidays at the home of Mrs. Jane Robertson.

Mr. and Mrs. Walter Johnson and son spent Thanksgiving in Evanston.

Mr. and Mrs. Raymond Dupont spent a ten-day vacation during the month visiting in New Mexico.

Mr. and Mrs. Robert Auld are the proud parents of a baby boy born at the Wyoming General Hospital in Rock Springs.

Mrs. John Burum entertained her Pinochle Club during the month. Mrs. Carl Hughes is the next hostess.

Mrs. Jack Korogi entertained her sewing club November 29th. Mrs. Jerry Nalivka entertained December 6th.

The Reliance Community extends its sympathy to Mr. Rudolph Ebeling and family in the death of Mrs. Ebeling, which occurred at the Wyoming General Hospital November 30th. Mr. and Mrs. Ebeling lived for many years in Reliance where he held the position of butcher in the store. She will be sadly missed by her many friends.

Mr. and Mrs. James Kelley entertained at a Thanksgiving dinner. Their guests were Mr. and Mrs. Neil Thompson and daughter, Sharon, and Mr. and Mrs. Wm. Sellers and daughter, Helene.

Mr. and Mrs. Ernest Morrow entertained at Thanksgiving dinner for Mr. and Mrs. Andrew Fletcher, of Rock Springs, and Mr. and Mrs. Bud Korogi and family of Reliance.

Mr. and Mrs. Jack Korogi entertained at a dinner Thanksgiving. Their guests were Mr. and Mrs. Mike Korogi and family and Mr. Andrew Bevola.

Amy Marie, small daughter of Mr. and Mrs. Eddie Dunn, has recovered nicely from her recent illness.

Mr. and Mrs. Farrell Wilde and family spent the Thanksgiving holiday in Coalville, Utah, with Mr. Wilde's parents.

## Winton

Mrs. Ray Dodds entertained the Altar Society at her home on December 2nd. Bridge was enjoyed and prizes went to Mrs. Roy McDonald, Mrs. S. Tynsky, and Mrs. Joe Cristando. Following cards a nice luncheon was served by the hostess.

Mr. and Mrs. John Nesbit spent a week-end in Salt Lake City, Utah.

Miss Betty Hanks, of Rawlins, visited with her father, Mr. Tom Hanks, and brother, Lloyd.

Mr. D. M. Jenkins, who was a patient at the Hospital, is recovering at this writing.

Joe Aguilar, Albin Vercic and Tony Tomich, of the United States Navy at San Diego, California, spent a short furlough at the home of their parents here.

Mrs. Alex Davidson and Mrs. Andrew Strannigan were hostesses at a Canadian Legion card party held at the Community Club House. Bridge and Five Hundred were played and a large number of out-of-town guests were present. A lunch was served at the close of the evening.

The community extends congratulations to Mr. Victor Dona and Miss Murla Daniels, who were married November 26th. The young couple spent a two-weeks honeymoon in California.

Mr. James Benson has enlisted in the United States Navy. Mr. and Mrs. Henry DuPont and son spent two weeks visiting with relatives in New Mexico.

Mr. Frank Franch underwent a major operation at the Hospital in Rock Springs, and is convalescing at home at this writing.

Mrs. Richard Gibbs entertained in honor of her daughter, Mrs. Glenn Sprowell, on December 10th, the occasion being her birthday. Bridge was enjoyed and prizes went to Mrs. Dave Kinniburg and Mrs. Jack Whiles. At the close of the evening a lovely lunch was served by the hostess, and Mrs. Sprowell was the recipient of many gifts.

Mr. and Mrs. Leonard Fisher, of Green River, and Mr. Leonard Fisher, Sr., of Pinedale, visited with friends in Winton.

Mrs. Ada Almond, of Idaho, visited at the homes of her daughters, Mrs. Claude Thomas and Mrs. Wm. Thomas.

Many Winton people attended the funeral of Mrs. Rudolph Ebeling, which was held in Rock Springs on December 2nd.



The young man above pictured is Thomas Edwin Hughes, the 2½-year-old son of Mr. and Mrs. Thos. Edward Hughes, his "dad" being employed in No. 1 Mine, Winton.

## Superior

Mrs. John Milliken and daughter, of Hanna, have been visiting at the home of Mr. and Mrs. Hugh McLean.

Mr. and Mrs. Percy Pautsch have recently moved to Salt Lake City to make their home.

Mr. and Mrs. Norman Mikkelsen were recent week-end visitors at the home of Mr. and Mrs. J. F. Jiacoletti in Kemmerer.

Franklin Cross, who has spent the past six months in Washington, has returned to Superior and secured employment with the Company.

Mr. and Mrs. Joe Weeks and son and Mr. and Mrs. Albert Lenzi visited at the Woodward home in Rock Springs recently.

Mrs. Spencer Williams has returned to her home in Salt Lake City after visiting with her daughters, Mrs. Sam Dexter and Mrs. Richard Dexter, Sr.

Mrs. Annie Hunter, of Kemmerer, recently visited at the home of her daughter, Mrs. Jas. P. Faddis.

Miss Rose Temperini, a student at Henager's Business College in Salt Lake City, has been visiting with her parents, Mr. and Mrs. Guy Temperini.

Miss Molly Pecolar has returned to Big Piney, Wyoming, after spending the holidays with her parents, Mr. and Mrs. Ed. J. Conzatti.

Mr. and Mrs. Louis McNally and children have gone to Eden Valley to make their home.

Mr. and Mrs. D. K. Wilson were recent week-end visitors at the home of Mr. and Mrs. Fred Robinson.

Mr. and Mrs. Andrew Peternell and son, Carl, of Rock

Springs, visited here during the month at the home of Mr. and Mrs. Frank Peternell.

Mrs. Ben Zaring has just returned from Colorado where she has been visiting for the past month.

Mr. and Mrs. James Phillips left recently for Cincinnati, Ohio, where they will make their home.

Mr. and Mrs. Hyrum Blacker, of Laramie, were recent week-end visitors at the home of Mr. and Mrs. Clifford Anderson.

Steve Dugas died in the Wyoming General Hospital at 9 o'clock Wednesday morning, December 4th. Mr. Dugas has lived in Rock Springs and Superior all his life. He is survived by his wife, Alice, and three daughters, Mrs. Chas. Blasco, of Rock Springs, Miss Betty Dugas, of Wheatland, and Mrs. Robert Vukelic, of Superior.

## Hanna

Mrs. W. A. Briggs, Mrs. Frank Rider, William, George and Abe Warburton motored to Stutgard, Arkansas, to attend the funeral of their brother-in-law and sister, Mr. and Mrs. Wm. Shaffer, who met their death in an automobile accident near their home while returning from a football game on November 15th. Mrs. Shaffer was Alice Warburton, of Hanna, before her marriage. The Shaffers leave to mourn their sudden death six daughters and one son; the youngest is a daughter 15 years old.

Sam Scarpelli, who is employed as Railroad mail clerk, spent Thanksgiving here with his parents, Mr. and Mrs. Frank Scarpelli.

Mr. L. E. Armstrong, of Rawlins, gave a very interesting talk at the Methodist Church on November 24th on his visit to the Holy Land. Mr. and Mrs. L. E. Armstrong, Jr., accompanied him to Hanna.

An American Legion Auxiliary was instituted in Hanna by Department Vice President Mrs. V. S. Christensen, of Cheyenne, on November 17th.

Mrs. Alfred Hapgood and son, Harold, spent a few days in Rock Springs.

The Hanna School Band gave a very enjoyable concert at the theatre in November under the direction of their instructor, Mr. A. Roncalio.

Richard Owens, small son of Mr. and Mrs. P. H. Owens, is recovering from a kidney infection at the Hanna Hospital.

Wm. Rae was called to Salt Lake City by the death of his youngest brother, Robert Rae.

Albin Klaseen and Thos. Hemsley motored to Casper on November 30th, where they attended the art exhibit.

Mr. and Mrs. Frank Worsley received word of the death of Paul Pearson, the second son of Mr. and Mrs. E. S. Pearson, of Tintic, Utah. The Pearsons lived here several years when Mr. Pearson was Manual Training instructor in the Hanna School and Paul attended school here.

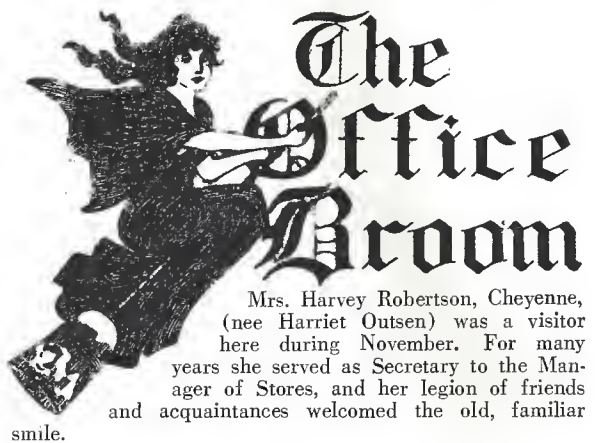
The Knights of Pythias and Pythian Sisters enjoyed an oyster and turkey dinner at the community hall on December 6th honoring Mr. W. L. Baker, of Cheyenne, Grand Chancellor of the Knights of Pythias.

The friends of Miss Ruth Milliken entertained at a miscellaneous shower in her honor at the Community Hall on December 13th. Miss Milliken became the bride of John Gaskell on Christmas night at St. Mark's Episcopal Church.

The community extends sympathy to the Jussila family in the sudden death of their mother, Mrs. Hannah Jussila, who died at the Hanna Hospital from a heart attack on November 20th after a short illness. Mrs. Jussila was born in Finland

June 18, 1885. She came to Boston on February 20, 1913, then moved to Ironwood, Michigan, and came to Hanna in the fall of 1918. She is survived by two daughters, Mrs. G. Davis, of Kelso, Washington, nee Sylvia Jussila, and Rachel, of Hanna, and three sons, Weikko, Taunno and Sulo, of Hanna, also three step-daughters and two step-sons in Idaho. Funeral services were held at the Finn Hall on November 24th, with Mr. S. L. Morgan officiating, music rendered by the Finnish Ladies Choir. Interment was in the Hanna cemetery. Mrs. Jussila was left alone to care for her large family by the death of her husband in 1923. She managed nicely and her youngest son is now a senior in High School.

The Hanna Miners Band entertained the members and their families at a turkey dinner at the Community Hall on December 7th.



Mrs. Harvey Robertson, Cheyenne, (nee Harriet Outsen) was a visitor here during November. For many years she served as Secretary to the Manager of Stores, and her legion of friends and acquaintances welcomed the old, familiar smile.

On a sad mission, Dorothy Leslie Ebeling, of Spokane, Washington, journeyed here to attend the last obsequies of her mother-in-law, Mrs. Rudolph Ebeling, who passed away late in November. Her husband and small son accompanied, and to them all goes the sympathy of their many friends.

Following a long illness, the father of Ed. A. Prieshoff recently passed away at Crawford, Nebraska. Their many friends extend sympathy.

Company Attorney L. H. Brown spent the Christmas vacation in Southern California, Mrs. Brown having journeyed thither several weeks earlier.

A. W. Dickinson, Washington, D. C., spent the Christmas week here with Mrs. Dickinson, son Albert and family upon his return eastward from a Metal-Mining Convention held at Salt Lake City. In earlier days, "A. W." was our General Superintendent.

Isaiah Sherratt, long the leader of that famous organization, the Hanna Band, has submitted his resignation after having been leader of the Band for thirty years. At a recent dinner of the members, he was the occupant of the place of honor. His tireless efforts to place the Hanna boys out in front have always been appreciated and will no doubt be missed.

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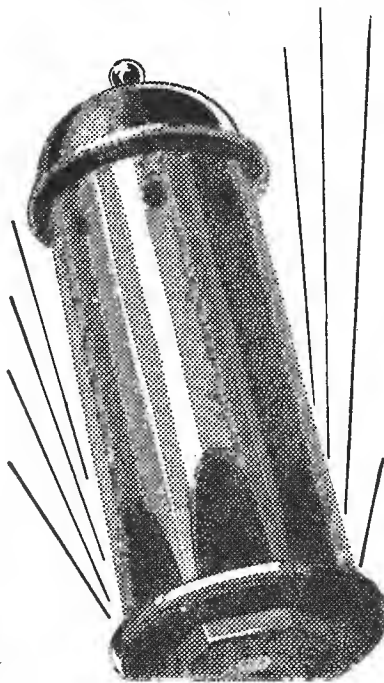
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